

## UNITED STATES OF AMERICA

## NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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ALLISION OF THE P/V *ADVENTURE*

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*HORNBLOWER* WITH PIER 1 IN

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Docket No.: DCA16FM035

SAN DIEGO, CALIFORNIA, ON

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MARCH 31, 2016.

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Interview of: JULIE K. PEET

Captain, *Adventure Hornblower*

U.S. Coast Guard  
 Sector San Diego  
 San Diego, California

April 2016

## APPEARANCES:

LT [REDACTED]  
U.S. Coast Guard

LES LEDET  
U.S. Coast Guard

CARRIE BELL, Marine Accident Investigator  
National Transportation Safety Board

TOM ROTH-ROFFY, Senior Marine Accident Investigator  
National Transportation Safety Board

GORDON LOEBL  
Hornblower Cruises & Events.

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I N T E R V I E W

LT [REDACTED]: Good afternoon. This is Lieutenant Amanda [REDACTED], with Coast Guard, Sector San Diego. We're here to conduct an interview with Ms. Julie K. Peet. She was present on board the *Adventure Hornblower* on March 31, 2016.

Present around the room, I will ask everyone to introduce their names, and then we'll end with Ms. Peet.

MR. LEDET: Les Ledet, U.S. Coast Guard.

MS. BELL: Carrie Bell, National Transportation Safety Board.

MR. ROTH-ROFFY: Tom Roth-Roffy, NTSB.

MR. LOEBL: Gordon Loebel, Hornblower Cruises & Events.

MS. PEET: Julie K. Peet, Hornblower captain.

## INTERVIEW OF JULIE K. PEET

BY LT [REDACTED]:

Q. Okay. Ms. Peet, what is your association with *Hornblower*?

A. I'm working here as a captain.

Q. Okay. And how long have you been working for Hornblower?

A. Since September 2014.

Q. Okay.

A. I didn't actually start working, though, I think until October.

Q. Okay, so you were hired in September, and then start working --

A. I was going through the process of being hired, yes. So I would say more like, mid to late October.

1 Q. Okay.

2 A. That's when I started.

3 Q. Okay, and what's your -- and you said that you were hired as  
4 a captain for Hornblower, right?

5 A. Yes.

6 Q. Okay. And what's your background as a mariner prior to  
7 Hornblower?

8 A. Prior to Hornblower, I worked for Flagship, which is also  
9 known as San Diego Harbor Excursions. And I worked for them for,  
10 I would say, 3½ years, almost. So that was the time before  
11 Hornblower, I spent over there.

12 Q. Okay, and what were your primary duties with the Flagship?

13 A. I was a captain.

14 Q. Okay.

15 A. I drove the water taxis and the *San Diego*, the *Spirit of San*  
16 *Diego*, the harbor tour boat.

17 Q. Okay.

18 A. And a ferry boat, and the whale watching boat, the *Marietta*.

19 Q. The water taxi, *Spirit of San Diego*, the *Marietta*, and the  
20 *Patriot*.

21 A. Not the *Patriot*.

22 Q. Not the *Patriot*, that's right. Okay. And then prior to  
23 Flagship, where you at?

24 A. I was working on fishing boats.

25 Q. Okay, and how long did you work on fishing boats?

1 A. Geez, since I was about 20. So probably around 10 years, or  
2 so.

3 Q. Okay.

4 A. Sport fishing.

5 Q. And what were you responsible for when you were on fishing  
6 boats?

7 A. I was a deckhand and a second captain. And do you want me to  
8 go into detail about responsibilities or is that sufficient?

9 Q. Sure. Go ahead and go into a little bit more detail.

10 A. Just passenger safety, the same as with the tourist boats,  
11 you know, you handle all the passengers. You moor the boat, tie  
12 it up, untie it. And anchor drop and raise, you know, all of the  
13 vessel -- handling of the vessel, and help people learn how to  
14 fish. That's part of it, too.

15 Q. Okay. All right, and then, did you have any other maritime  
16 experience prior to the fishing boats, when you were approximately  
17 20 years old?

18 A. No.

19 Q. Okay. Any other questions on background? Okay. All right.  
20 So again, October 2014, you were hired with Hornblower.

21 A. Um-hum.

22 Q. As you stated earlier. How many of the vessels are you a  
23 captain to sail on?

24 A. In Hornblower?

25 Q. With Hornblower.

1 A. *Adventure, Admiral and High Spirits*, and I've recently -- I'm  
2 almost checked off on *Renowned* but not quite yet.

3 Q. Okay.

4 A. And I -- AB on *Inspiration*. I'm also an AB.

5 Q. Okay. Now you say, you're almost checked off with *Renowned*.  
6 What does that check-off process entail?

7 A. You go out with Captain Anthony, our -- you know, one of our  
8 other training captains. It used to be Captain Rich. And, you  
9 know, we go out and we do different docking procedures at  
10 different locations. We do vessel handling. We come in and out.  
11 You know, a lot of docking and different types of training  
12 procedures. We go over all the different, like abandoned ship,  
13 man overboard, and fire drills, security drills. We go over all  
14 those kinds of drills during that training process.

15 Q. Okay.

16 A. And then you go through a pretty thorough engineer room of,  
17 you know, getting acquainted with everything in the engineer room,  
18 all the circuit breakers, all the steering, everything kind of the  
19 whole boat, pretty much from top to bottom. You have them figure  
20 out how everything works and, you know, what's the -- if something  
21 goes wrong, what to expect, what -- you know, different types of  
22 things to expect on that vessel, because each vessel's different,  
23 so --

24 Q. Okay. Now is there a formal checklist or things that need to  
25 be signed off to document that you've shown proficiency in those

1 areas, or is it, is it more gaining the confidence and the comfort  
2 level, with --

3 A. It's both.

4 Q. -- the person that you're -- okay.

5 A. Yes, yes. It's both. Definitely, there's a -- there is a  
6 written checklist. It's usually a few pages long, and we'll go  
7 through each thing and check off, you know, once we've  
8 demonstrated that we've proficiently can do, you know, whatever  
9 task that it.

10 And then, and then also, you're -- you know, you get -- sort  
11 of looking for it, but you do, you know, visually, they -- you  
12 take the boat out, and then they watch you dock it and stuff, and  
13 observe your abilities. Make sure that you're able to dock the  
14 boat on your own completely, you know, and handle in different  
15 conditions, too. So you'll go out on a bunch of different days,  
16 because obviously conditions change every day, wind, current, all  
17 that good stuff.

18 Q. And then, with the *Adventure Hornblower*, *Admiral Hornblower*  
19 and *High Spirits*, have you been able -- have you been captain on  
20 all three? Was it pretty simultaneously that you're training --  
21 and I don't want to say certification, but for Hornblower to sign  
22 off for you to be its captain --

23 A. No.

24 Q. -- did that happen simultaneously, or was it --

25 A. Not simultaneously, no. We went through each one at separate



1 times, one at a time. I think I was signed off on *Admiral* first,  
2 I believe, and then *Adventure*, and then *High Spirits*, but each  
3 training was a separate training.

4 Q. Okay, about how much time between *Admiral* and *Adventure*?

5 A. Gosh I can't remember, but it was probably, I want to say at  
6 least, probably a month --

7 Q. Okay.

8 A. -- in between because, you know, you take, we did a lot of  
9 training.

10 Q. Okay. And then between the *Adventure* and the *High Spirits*,  
11 about how much time?

12 A. Probably about the same, about a month.

13 Q. Okay.

14 A. It could have been longer. You know, once I got signed off  
15 on one boat, then I would start working on that boat. So then I  
16 would have, you know, a little bit less time to spend training,  
17 you know. And then, as scheduling things happened, so it might  
18 have been a little bit longer, but that's my guesstimate.

19 Q. Okay. Let's talk about your schedule.

20 A. Okay.

21 Q. How do, how do you determine what boats you're working for  
22 which days?

23 A. Well, it changes each week because we have a lot of charters,  
24 and those things kind of come up at different times. You know,  
25 they can come up days in advance, or weeks in advance, months, you

1 know. So we get a schedule. Usually Anthony and Nick are very  
2 good about getting us our schedule on a Monday for the following  
3 week, Monday or Tuesday. So that's how we'll get our schedule,  
4 and they're pretty good about giving us, you know, right between  
5 30 and 40 hours a week, usually, you know, almost 40. And they're  
6 also really good about not -- you know, we'll have like one harbor  
7 tour a day, maybe a dinner cruise and a whale watch, for me,  
8 because I have a coastal license. I don't know if I should have  
9 mentioned that earlier. But I have, you know, near coastal, which  
10 means I can operate offshore. Some of the captains are inland  
11 only, so. I'll get a whale watch, a dinner cruise, a harbor tour,  
12 you know, and a charter. So it's nice. It keeps it, keeps you  
13 from getting too monotonous.

14 Q. And, harbor tour, whale watching, dinner charter, does that  
15 mean that you're on, like the three different vessels throughout  
16 the week?

17 A. Yes.

18 Q. Okay. About how much would you say it's kind of broken up,  
19 or if you could estimate, you know, how many times a week you're  
20 on the *Adventure* versus the *Admiral*, versus the *High Spirits*, what  
21 would you say then?

22 A. I'd say probably on *Adventure*, maybe twice a week, one to two  
23 times a week. *Admiral*, probably the same, either one or two days  
24 a week. Probably closer to two days a week on each, and then *High*  
25 *Spirits* is more occasional because that's, you know, we don't use

1 that boat for harbor tours too much. We use it more for charters  
2 and then like as a backup for a harbor tour boat. Like as, like  
3 for today, because obviously this boat's down, so that, so *High*  
4 *Spirits* would be a lot less frequent, maybe once a week or once  
5 every two weeks, maybe.

6 Q. Okay. Now the week leading up to the 31st, what was your  
7 schedule that week, like starting with --

8 A. Let's see, so we began -- Monday I had off. I have my son  
9 usually Mondays and Tuesdays, so he usually gives me Mondays and  
10 Tuesdays off, if he can, you know, or at least the evening.  
11 Monday I had off. And then Tuesday, I think I was scheduled for  
12 whale watching, but it got cancelled because the waves were too  
13 big.

14 Q. Okay.

15 A. And then Wednesday, I had whale watching on *Adventure*. And  
16 we did go out, I know it was, it was like 4, I think 4 foot swell.

17 Q. What was the swell on Tuesday when it was cancelled?

18 A. I think it was 8 feet. In the morning it was 8 foot, 8.6  
19 foot, I think like at 6 seconds, or something. It was pretty  
20 nasty. It came down considerably throughout the day, but, you  
21 know, we don't risk, we don't risk it. When it gets above 8 foot,  
22 it's just too, usually, it's not worth it. People just don't  
23 enjoy themselves, also. It's no fun.

24 Q. Seasick passengers.

25 A. Yes.

1 Q. And then, then on Thursday?

2 A. Thursday was a beautiful day. It came down to, I'd say, like  
3 best, like maybe a foot, 1 to 2 foot. It was great out there. We  
4 had the best conditions. It was clear visibility, 20 miles plus.  
5 Very light winds. You know, it was a perfect day for whale  
6 watching, although there weren't any whales out there. We  
7 couldn't find them.

8 Q. Okay. What about the current that day?

9 A. The current that day, in the bay or outside?

10 Q. Both.

11 A. Both, okay. I can't recall exactly what the current was  
12 doing when we were coming in. I think we were on an inbound tide,  
13 and maybe it was 2 knots.

14 Q. Okay.

15 A. Usually in the bay, right when you're entering the harbor it  
16 can get up to maybe like, 1 to 2 knots, but as it gets in through  
17 the harbor, it slows down considerably. So like by mid-Navy Pier,  
18 it's most, you know, maybe like 1/2 knot sometimes, 1 knot of  
19 current.

20 Q. Okay, so a 1/2 knot at the pier?

21 A. Um-hum.

22 Q. What about when you were coming back? What would you say the  
23 current was?

24 A. It was at, I think it was like mid, so there wasn't any  
25 current, if at best, probably 1/2 knot, maybe.

1 Q. Okay, so about 1/2 knot both departing the pier for the --

2 A. In the morning, departing that, I can't recall what the  
3 current was in the morning when we were leaving.

4 Q. Okay.

5 A. But I didn't notice any current moving us when we were coming  
6 in. I mean it was just a really, it was actually just, the  
7 conditions were very calm that day. So, you know, some -- I think  
8 that the tide was even like a really minimal tide, so I, you know,  
9 the current's going to be a little less when there's minimal tide  
10 like that. Not a whole lot of rise and fall.

11 Q. Would you consider it ideal conditions?

12 A. Yeah, it was great conditions. Yeah, I mean bad conditions  
13 would be when you have winds blowing, from you know, the north or  
14 the south pretty hard, you know. And like I said, we didn't have  
15 really barely any wind. Like how, I'd say, maybe like 5 knots of  
16 wind, and that's great, because it can, you know, normally, it's  
17 like 10 to 15 knots, you know. And then, it can get up to 25, 30,  
18 you know, and that's when it gets a little more difficult.

19 Q. Then if we could quickly, just go through the prior week,  
20 that Monday through, that Monday through Sunday.

21 A. Uh-huh.

22 Q. So last week's schedule, what were you, what vessels were you  
23 on, if you recall?

24 A. The week before last week?

25 Q. Yes.

1 A. Because it's Sunday now.

2 Q. Yes, so Sunday. So we just went through Monday through  
3 Thursday.

4 A. Yeah, and that would be, let me think, now April. So you're  
5 asking about March, right? 'Cause that happened on the 31st. So  
6 March 18, or, yes, March 18th to the 25th, I was in Puerto  
7 Vallarta on vacation.

8 Q. Okay.

9 A. And then I returned on the 26th. And then on the 27th, I did  
10 an Easter brunch cruise on the *Admiral*.

11 Q. Okay.

12 A. And then I was off on Monday, and then we go into that week.

13 Q. The week that we just asked?

14 A. Yeah.

15 LT [REDACTED]: Okay. Any other questions about her scheduling?

16 MR. ROTH-ROFFY: I'd like to find out about the, how many  
17 hours that she's gone on those cruises that, since you're talking  
18 about schedules.

19 LT [REDACTED]: Okay.

20 BY LT [REDACTED]:

21 Q. If we could, the -- so going back to the week leading up to  
22 that Monday through Thursday, last week. So Monday, you said you  
23 were off.

24 A. Um-hum.

25 Q. Tuesday, you had a whale watching tour that was cancelled?

1 A. Um-hum.

2 Q. And then Wednesday, you were on the *Adventure Hornblower*.  
3 What shifts did you do?

4 A. I did the morning trip and p.m. trip.

5 Q. Okay, so you did both, then?

6 A. Um-hum.

7 Q. Okay. Okay, and if you could estimate the a.m. trip, when  
8 you left and when the vessel came back?

9 A. Okay, well, we get here at 8:00 in the morning, and the,  
10 well, you know, the wheelhouse, we do all of our vessel checks and  
11 stuff, make sure we have everything we need on board. Make sure  
12 the vessel's in order. The engineers provide us with a checklist  
13 that they've gone through all of our engine controls and checked  
14 all the fluids and the appropriate stuff, so that's up in the  
15 wheelhouse. I would get that first. And then --

16 MR. LEDET: Excuse me, Captain, Les Ledet, USCG. About what  
17 time do you all arrive in the morning?

18 MS. PEET: 8:00 in the morning.

19 MR. LEDET: So you're there from 8:00 on?

20 MS. PEET: Um-hum, for whale watching.

21 MR. LEDET: Okay. I'm sorry.

22 BY LT [REDACTED]:

23 A. Yes, and, so then we -- I think the snack bar people get here  
24 usually about the same time, 8:00 or 8:30. And they're loading up  
25 their food and drinks, sometimes, so we'll be here roughly until

1 about 8:45, 8:40, and then, we depart this pier and go head over  
2 to Navy Pier, is where we board our passengers for whale watching.

3 Q. And this pier being the Grape --

4 A. Grape Street Pier, yes.

5 Q. Where we're located today?

6 A. Yes, where we are today, Grape Street Pier.

7 Q. And you go Grape Street to which pier again?

8 A. To the Navy Pier on the Hornblower slot, Navy Pier location.  
9 And that's where our ticket booth is.

10 Q. Okay. So approximately at 0830, 0845?

11 A. Right, between that time, yeah, we're usually departing here,  
12 heading over there.

13 Q. Okay.

14 A. 'Cause we board at 9:15.

15 Q. You board at 9:15?

16 A. Uh-huh. We board early sometimes, if we have a lot of  
17 people, because we get a lot of people for those whale watching  
18 tours, so sometimes we'll board at 9:10, 9:05, 9:00 even. But I  
19 like to be there, and tied up and ready to board at 9:00.

20 Q. All right. So on the 31st, approximately what time was the  
21 *Adventure Hornblower* moored at the dock ready for --

22 A. We were moored at Navy Pier on the 31st, I believe it was  
23 probably like 8:48 or 8:50.

24 Q. Okay.

25 BY MS. BELL:



1 Q. I'm Carrie Bell, NTSB. I know that you've already provided  
2 your 96 hour profile to the Coast Guard. Would you just kind of  
3 walk us through your schedule during that week? You gave us the,  
4 your work schedule, but just if you can remember?

5 A. My days off?

6 Q. Just mainly your sleep schedule.

7 A. Um-hum. For the five days prior?

8 Q. Yeah.

9 A. Sure, no problem. So prior to the 31st, I usually go to bed  
10 at about 10:00 p.m. I live in Pacoima, and the planes start  
11 passing over at 6:30 every morning. And I have a son, also, who's  
12 [REDACTED] old. So I usually get up at 6:30 every morning and we  
13 start getting ready for school, usually on the weekdays, where I  
14 make him breakfast, pack his lunch and stuff, and send him off to  
15 school at 7:30. And then I usually get here at 8:00, if I'm  
16 working. But on the days that I'm not working, I'll take, you  
17 know, and I'll drop him off at school, and then I'll usually go to  
18 the gym first, you know, and do my, like probably hour-and-a-half  
19 at the gym, on a good day. And then I go grocery shopping, you  
20 know, and take care of my errands, business stuff that you need to  
21 do on, during, you know, workdays. So that's on the week days.

22 Q. So would that Monday -- I don't mean to interrupt but --

23 A. Monday?

24 Q. -- just to kind of --

25 A. Yeah.

1 Q. -- walk through that week. If you could just do Monday,  
2 Tuesday, Wednesday, if you can kind of remember that.

3 A. Yeah, sure. So, Tuesday, I didn't, you know, I didn't know  
4 that I was going to be off until Tuesday morning. I got the call  
5 at 7:00 in the morning. So that day, I was pretty excited to have  
6 the day off. And I took my son and I went to the gym first. And  
7 there's, you know, they have the kids club, so he plays there  
8 while I work out. And then after that, did some light grocery  
9 shopping, and then, came home. And then we went to the Living  
10 Coast Discovery Center. It's an aquarium down in Chula Vista.  
11 And we spent the afternoon there looking at sea turtles and other  
12 kinds of ocean creatures. Yeah.

13 Q. So do you remember what time you got up that morning? You  
14 said, you got a call at 7:00, or 7:30?

15 A. Yeah, I got the call at 7:00 in the morning saying that, and  
16 there was no school last week because it's spring break, so he was  
17 off. But I got the call saying that I was off of work. So --

18 Q. So you were already up then? I'm just trying to get an idea  
19 of the hours you were sleeping on the days before.

20 A. Um-hum. Yeah. Yeah, I was, that morning, yeah, I was  
21 already up when I got the call at 6:30. But I, so I was, I guess  
22 that I was excited to have the day off with my son, because you  
23 know, we're on spring break. And so my mom was at my house, you  
24 know, already because, you know, I'd anticipated on going to work,  
25 and so she'll watch my son. She was going to take him to the

1 Discovery Center if I was working, but then she, you know, was to  
2 go home and stuff. So that was Tuesday. And then so after the  
3 aquarium, we came home, we had dinner, and went to bed.

4 Q. And about what time?

5 A. Well, I went to bed at 10:00. I do homework, read a book  
6 with my son and, you know, that kind of stuff. Put him to bed  
7 about 8:00. And then, I usually go to bed at 10:00.

8 Q. And then on Wednesday, you get up about the same time?

9 A. 6:30, yeah.

10 Q. So, is every day pretty much the same 10:00? You go to bed  
11 at 10:00. You get up at 6:30?

12 A. Pretty, yeah, pretty much.

13 Q. Do you take naps during the day?

14 A. Not, no, I'm not a day sleeper.

15 Q. Okay. So is it fair to say, you would get then, let's see,  
16 10:00, 6:00, from 8 1/2 hours of sleep a day for those five days  
17 before the accident?

18 A. Yeah, that's fair to say. You know, I mean it's, you know, I  
19 probably wake up here and there, and go pee or something once, you  
20 know, but, yeah, but that's the sleeping time. Yeah, normally.

21 Q. Thank you.

22 A. Sure.

23 BY LT [REDACTED]:

24 Q. So we talked about the hiring process for Hornblower and the,  
25 you know, the, you know, the checklist that you go through along

1 with the comfort level of the other captains before they sign off  
2 for you to be able to captain a ship. Let's talk about the  
3 training that you received both as a captain and also as a  
4 Hornblower employee. So, we're starting off from the captain  
5 perspective, does Hornblower do any --

6 A. I know, 20 years.

7 Q. So as a captain, does Hornblower have any sort of training  
8 for their captains specifically, or is it all, is it all like,  
9 when they do training, it's all the crew, including captains?

10 A. No, they train, as I was trained individually. And so you'll  
11 go with your training captain, which at that point in time was  
12 Rich Goben, like the best of the best here, you know. And so I  
13 pretty much primarily trained with Rich Goben on each of the  
14 boats.

15 Q. Okay.

16 A. Except the *Admiral*, and that was with Anthony.

17 Q. And that's the one that you said, you're almost signed off  
18 on, right?

19 A. Yeah.

20 Q. What about fire, abandon ship, basic safety training, any  
21 sort of training regarding safety to the vessels and/or  
22 passengers. Do you do regular training schedules?

23 A. Yeah, we do. We do, we try and do as many drills as we can.  
24 We try and squeeze them whenever we can, and like, you know, if --  
25 good opportunities are when have, you know, like, we go out for a

1 morning whale watching trip and we have to cancel the afternoon.  
2 Then that's when we have a great block of time to do some good  
3 drills and stuff. But we'll squeeze them in, and sometimes if the  
4 snack bar has loaded all their stuff on, and we have that half  
5 hour, or, you know, whatever, we can, you know, we make the most  
6 of our time, and I also do man overboard drills out in the ocean  
7 when we find trash, because there's all of these freaking --  
8 sorry, Mylar balloons, you know, and stuff. You see trash, so,  
9 you know, we kind of, we announce it to the passengers onboard,  
10 like, hey, we're going to do man overboard drill. So you guys can  
11 like, check this out. It's pretty cool.

12 And then, you know, we'll go and retrieve that piece of  
13 trash, and, you know, but we do at least, I think at the very  
14 least we try to get in weekly drills, you know, of, alternating  
15 between man overboard, abandon ship, security and fire. And we  
16 have these great training manuals that we can download off of the  
17 computer. It's basically goes through the whole drill and we have  
18 a drill sheet that you fill out. And then we turn those into our  
19 management each time we do a drill. And we log it in our log  
20 book.

21 Q. Do you usually have the same crew when you do those drills?

22 A. I have alternating crew. Yeah, it will be different, snack  
23 bar people are different, first officers. So that's why it's  
24 best, that's why I try and do so many with different, you know,  
25 crew because you've got to have them all trained up.

1 Q. When was the last time you did a drill on the *Adventure*  
2 *Hornblower*?

3 A. It's in the log book. I can go check if you want me to. I  
4 can't remember, but I think it was maybe like -- do you have the  
5 log book? Maybe a couple of weeks ago. I was out of town for a  
6 little time.

7 Q. Is this that? Is this the log you're referring to?

8 A. Yep.

9 Q. It's marble and the focus, the title's ship's log?

10 A. Yeah. It says motor and vessel, *Adventure* ship's log. And  
11 let's see here. We also do VGP checked. All this stuff, our  
12 checks are, we also log here in the morning. We do the VBP check.  
13 We walk around and make sure. The last drill that I did was on  
14 3/10/16.

15 Q. Okay, and what kind of drill was it?

16 A. It was a man overboard drill.

17 Q. Okay.

18 A. Do you want to know any other ones, or, because --

19 Q. No, I think that's fine.

20 A. Okay.

21 Q. I just --

22 A. We do move around boats.

23 Q. Okay.

24 A. So there will be drills on other boats.

25 Q. Right. We want, specifically to the *Adventure Hornblower*,

1 was the last one was?

2 A. To the *Adventure* the last one was 3/10. Yeah.

3 Q. Okay. Oh, and VBP, what does that stand for?

4 A. Vessel -- I can't remember right now. I'm sorry, but it's,  
5 but the check is to make sure that there's no fluids coming of the  
6 boat and to make sure that, you know, your vessel's intact and not  
7 -- non-pollutant. And I'm not sure that, that's required, but we  
8 do them.

9 M?: That's according to the level, it's vessel general  
10 permit take a seat. I didn't know if you were going to do that or  
11 not, and end up with that. So it's the EPA's permit for, as it  
12 says, a general permit for all vessels. So.

13 CB: Okay, thank you.

14 BY MS. BELL:

15 A. Another thing I didn't mention in the morning is we do sound  
16 check, also on the P.A. system all throughout the boat to make  
17 sure that all that's working for when we do our announcements.

18 Q. Okay.

19 A. And then now, of course the, one other thing also before I  
20 depart the Grape Street pier, excuse me, I do pretty much every  
21 time, you know, I got out to the wing station, or I start up the  
22 boat, I do a control checks. When I activate -- we have to  
23 activate the station, start up the engines from up there, and then  
24 you do your forward, backwards on both sides, you know. But you  
25 activate it, the light comes on forward, backwards on both sides.

1 And the bow thruster, you push the middle button, push it to the  
2 right or left, so the green comes on just to ensure that  
3 everything's functioning and I do steering control, just to make,  
4 you know, left and right, to make sure the rudder's going.

5 Q. Okay.

6 A. So that's before I leave Grape Street pier. Here on the port  
7 wing station and in the wheelhouse. And then when I get over  
8 there, the same thing.

9 Q. Okay, it's just to make sure I have that correct. I assume  
10 you do the controls checks on both wheelhouse, both wheelhouse and  
11 the port and starboard?

12 A. Yes, when I leaving, yeah, when I'm leaving Grape Street,  
13 I'll do the wheelhouse and then the port station. That's what I'm  
14 going to be using. And then, as we get closer to Grape Street  
15 pier, then I have to switch and go back to, after, pretty much  
16 after I've backed out, you know, we do our four blasts, one long,  
17 three short, back out, and then, I transfer up to the wheelhouse,  
18 drive over to Grape Street pier and then, you know, you put it  
19 back in neutral, go out to viewing station before you get into the  
20 fairway, activate the starboard wing station controls checks,  
21 check the backwards. So check the steering, and then you proceed  
22 into the fairway, to a docking position.

23 Q. And when you proceed into the fairway, you're -- are you  
24 still at the starboard wing station then?

25 A. Then I am at the starboard wing station.



1 Q. And in that fashion you're able to check port, starboard and  
2 the bridge through your maneuvering, you test prior to departure  
3 on the port side, and then, sort of going to the starboard side?

4 A. Yeah.

5 Q. Okay.

6 A. Yeah, so by that time, when I'm, before I've even entered the  
7 fairway in the morning on the first trip, I've already checked all  
8 stations.

9 Q. Okay. And then what about before departure, you mentioned  
10 that the maintenance crew usually provides a checklist that they  
11 would check the engineer room and the different engineering  
12 related and onboard. Do you ever do a visual inspection,  
13 yourself?

14 A. Yeah. Yeah, I go down there and check the oil myself. You  
15 know, that's what I'm used to because when I worked at Flagship,  
16 we did all that. We did maintenance. We, you know, added oil,  
17 checked the water, did all of our checks, pumped out the boat, all  
18 that stuff at Flagship. So I was -- I was quite used to doing  
19 that, so I still do that here as well.

20 Q. Okay.

21 A. And so do my first officers. I take them down there and show  
22 them things and, you know, all about the engines and stuff,  
23 because you know, sometimes you can have a, you know, burn up an  
24 impeller. You know, I show them how to check for that, you know,  
25 so we do. And it's good to just go down there often and look

1 around, you know, because that's how you find stuff when it's out  
2 of ordinary. You know, we can, and preventative measures, you  
3 know.

4 Q. On the morning of the 31st, did you go down to the engineer  
5 room?

6 A. I don't think I did on that morning, no. I was up top in the  
7 wheelhouse, so I was making sure we had whale checks, or are  
8 checks for the, for passengers when we don't see whales. And I  
9 was talking with Anthony. But Jean did. I'm pretty sure Jean  
10 said she did.

11 Q. Did she just do a visual or, did she say that she also  
12 checked the oil?

13 A. I think she just did a visual, but I have the check sheet up  
14 in the folder, the engineers did all those checks, I believe.

15 Q. Okay.

16 A. And I forgot which maintenance was there that morning that  
17 did the checks, but I usually see them, too, and we verbally talk  
18 about, you know, I ask him how the fuel is, how all the fluids  
19 are. And they let me know if everything's topped off good.

20 Q. Okay.

21 A. With them, we have good communication with our maintenance  
22 crew.

23 Q. Were you aware of any work orders on anything in the engine  
24 room, or any, anything that was out of, out of the ordinary for  
25 the engine room?

1 A. Not on the morning of the 31st. No.

2 Q. Okay. And how would you normally be notified if there was a  
3 work order on a piece of equipment?

4 A. Normally through email. We receive an email that's to our  
5 Hornblower account.

6 Q. And do you check that account pretty regularly?

7 A. Every day. It's usually in the morning before we leave, I'll  
8 just -- you know, it's on my phone. It's an app. I just, and  
9 then, usually midday when I check in, when we come into the dock  
10 and we have about 15 minutes, when we're tied up, you know, I'll  
11 try and check it then, too.

12 Q. Okay. Did you check it that morning?

13 A. That morning. Yep, I'm pretty sure I did.

14 Q. Now what about -- you mentioned, your first mate, she does  
15 checks of the engine room?

16 A. Um-hum.

17 Q. How often does she do checks?

18 A. She does checks of the, she does a vessel check, and it's  
19 usually like, all throughout the day, while we're cruising, our  
20 goal is to have it done every 15 to 30 minutes. Sometimes, you  
21 know, if she has to do other things, you know, like if, especially  
22 whale watching, you know, occasionally, we have passengers, you  
23 know, get sick in different areas of the vessels. So that will  
24 take up a little bit of her time. But she usually gets to it, she  
25 would do kind of a top to bottom. Kind of walk around the decks,

1 make sure no one's standing on chairs, sitting on the rails. You  
2 know, everyone's kind of being safe. And then the second deck, do  
3 the same thing, kind of stopping on the heads, make sure that they  
4 are kind of clean, and, you know, toilet paper and all that. Then  
5 down to the bottom deck and make sure no one's in crew only areas,  
6 and then down to the engine room. And then, she'll walk down  
7 there and do a visual inspection. Kind of walk around, make sure  
8 everything is looking good.

9 Q. Does she usually report back to you when she's completed an  
10 engine room check?

11 A. Yeah. Yeah, we call via radio.

12 Q. Okay.

13 A. And then, we also have a check sheets, that she'll initial  
14 and time throughout the day, and we turn those in daily.

15 Q. Where, who do you turn those into?

16 A. To our management, to Anthony. Anthony or Nike, I think  
17 collects them. But verbally we, over the radio, also.

18 Q. Okay. So you're aware as to --

19 A. Yeah.

20 Q. Okay. Do you recall if those rounds are pretty -- if they  
21 were pretty consistent throughout the day on the 31st, every 15 to  
22 30 minutes?

23 A. Yeah, pretty consistent.

24 Q. And how long have you been working with the first mate?

25 A. With Jean? Since I started here. She's been working here

1 longer than I have. So roughly a year-and-a-half.

2 Q. Are there any kind of vessel operating procedures for the  
3 *Adventure Hornblower* or the fleet in general of Hornblower vessels  
4 San Diego?

5 A. Operating procedures? Yeah, there are some printed up and  
6 laminated operational procedures in most of the engine rooms and  
7 also in the wheelhouse. Kind of a, you know, yeah, operating  
8 procedures, and check sheets.

9 Q. Okay. And then, is that a standard form for all the vessels,  
10 or is it specific to the vessel it's on?

11 A. It's specific to the vessel.

12 Q. Okay. What about emergency procedures, are those written  
13 out, as well?

14 A. Yeah, those are written out as well. We have a station bill  
15 on each boat, and it's specific to each boat. And it's posted in  
16 a specific locations, they're also in the wheelhouse and then down  
17 on different levels.

18 Q. Okay, is there anything besides the station bill, or is that,  
19 is that the summary of the emergency procedures for the crew?

20 A. There is also some, and this is specific to each boat, there  
21 are some other additional safety information in folders that has  
22 been provided over the years, you know, so there's added stuff.  
23 And there's safety data and procedural -- safety procedures for  
24 each of the different events, you know, chains of command and  
25 people to call and contact, and what to do. So there's folders

1 like that specific to each vessel on all the boats that I've  
2 worked on.

3 Q. Okay. Is it a, is it a paper folder, or is it an electronic  
4 folder in the system that you were talking about, that you log in  
5 to?

6 A. It's a folder like that, a plastic folder.

7 Q. Okay. And again, where did you say that it's kept at?

8 A. In the wheelhouse.

9 Q. In the wheelhouse?

10 A. Yeah, and the station bill, like I said is listed on  
11 different levels of the different ships, but it's also in the  
12 wheelhouse.

13 Q. Okay. Okay. Now as captain and operating the *Adventure*  
14 *Hornblower*, did you ever do any sort of training with regards to  
15 the specific equipment that's been installed on the *Adventure*  
16 *Hornblower*?

17 A. Just vessel control training, you know, when I first was  
18 learning to drive the boat. So --

19 Q. And what did that consist of?

20 A. That consisted of, you know, operating the vessel from the  
21 different wing stations, from up top, and from each port and  
22 starboard wing station, and docking the vessel, and doing all the  
23 different drills, while operating.

24 Q. Okay. And the different drills being --

25 A. Man overboard, fire drill, abandon ship, security drill.

1 Q. Was there any, ever any discussion or training for a general  
2 loss of engine type situation?

3 A. Yeah, I believe we did one, a training session where if, you  
4 know, if you were to lose an engine, we went out and practiced  
5 different maneuvering on one engine only.

6 Q. Okay.

7 A. Using the bow pressure in your one engine.

8 Q. And who was that training with?

9 A. I believe that was with Captain Rich and Anthony, or one or  
10 the other. I can't recall completely. I'm pretty sure Anthony  
11 was there, and I think Rich was there, too.

12 Q. Are you familiar with the control system onboard the  
13 Hornblower?

14 A. Yes, it's electro-mechanical.

15 Q. Okay.

16 A. So from what I understand it, the controls at the stations,  
17 it's electro, electric, you know, communication until it gets down  
18 into the, into the engine room where it goes into, I believe it  
19 was, what used to be MicroCommander. Now, I'm not sure exactly  
20 what it's called, but it's a control box that shifts the gears,  
21 and that's kind of is how it goes from electro to mechanical in  
22 the engine room.

23 Q. Did you ever have any kind of training about that control  
24 station? Like how to operate it from the bridge wings?

25 A. With regards to what, the twin disk controls?

1 Q. Um-hum.

2 A. No what -- not that I -- I mean just the normal training  
3 operation of how to use it.

4 Q. Okay. What did the normal training and operation consist of?

5 A. Just vessel handing, and, you know, and then, the additional,  
6 the "if loss of an engine" training.

7 Q. Was there ever any discussion about certain speeds you should  
8 be at while on the bridge wing, or certain guidelines as you're  
9 approaching the pier?

10 A. Yeah, yeah, you definitely want to slow down to a safe speed  
11 as we're approaching the fairway. Usually, when we transfer from  
12 wheelhouse to a wing station, we like to be at, you know, almost  
13 all stop. You know, pretty much, I usually put it in neutral, and  
14 then I'll wait. You know, you slow your momentum as you're, you  
15 know, I usually kind of come, if you're slowing down a lot from a,  
16 usually when I'm on my way in, I come back Sea Van 70, and then,  
17 North out of the Naval Air Station, just to show the people the  
18 Navy ships. And then, as I'm crossing the turning basin, is where  
19 I'm, you know, slowing down, putting it in neutral, kind of losing  
20 all my momentum, so that by the time I get to the fairway, I'm  
21 almost all stopped. And then I can transfer out to the wing  
22 station. And then, usually I have to be at the wing station, and  
23 put it back in gear and proceed to the dock. So that's how I was  
24 trained.

25 Q. Okay. Would you mind drawing that out for me? If you could



1 identify first off the dock?

2 A. Um-hum. So there's Hornblower dock, and this is Navy Pier.

3 Q. Okay, and where does the *Admiral Hornblower* typically moor,  
4 or where were you getting ready to moor on the day of the 31st?

5 A. On the day of the 31st, there was two ramps. There's one  
6 right here and there's one right here. So I was approaching the  
7 west end.

8 Q. Okay, and you can label those as west, please?

9 A. Sure. West Dock. Okay.

10 Q. And then you said there was another ramp?

11 A. Yeah, East Dock.

12 Q. Okay. And label the East Dock.

13 A. Okay.

14 Q. And it's the West Dock that the Hornblower was going to be  
15 moored to?

16 A. The *Adventure*, yeah, was going to, for the afternoon. Yeah.

17 Q. Thank you, the *Adventure Hornblower*?

18 A. Um-hum.

19 Q. Okay. And then, it looks like you have another pier on the  
20 adjacent side?

21 A. Yeah, Broadway Pier.

22 Q. Okay. Can you label, please?

23 A. Sure.

24 Q. Okay. And now, you were talking about your approach?

25 A. Um-hum.

1 Q. And typically, where you go to different speeds, so if you  
2 could label where you, where would the *Adventure Hornblower* be as  
3 you're starting to change your speed from coming into the harbor.

4 A. So you prepare to enter the fairway?

5 Q. Um-hum.

6 A. Out here, and it would depend on if you're referring to the  
7 31st, then I would be coming straight up at the fairway. If it  
8 were a different day, I might be coming up from the south.

9 MS. BELL: If I can interrupt for a moment?

10 LT [REDACTED]: Uh-huh?

11 MS. BELL: I do have a chart. Would that be easier, if you  
12 bring it on a chart?

13 LT [REDACTED]: Sure.

14 MS. BELL: Okay.

15 MR. ROTH-ROFFY: Well, of course, the benefit here is you  
16 have a record. If she points to it on the chart, you don't have  
17 the record.

18 LT [REDACTED]: Okay.

19 MR. ROTH-ROFFY: Just a suggestion.

20 BY [REDACTED]

21 Q. Okay.

22 A. So do you want me to show you where I start slowing speed, or  
23 where I'm at the slowest speed before I leave the wheelhouse?

24 Q. Where you start slowing speed.

25 A. It's kind of like, well, then I need another piece of paper.

1 Q. Okay.

2 A. Sorry.

3 LT [REDACTED]: Isn't that the chart?

4 MR. ROTH-ROFFY: You'll get more off the chart, than this  
5 thing.

6 LT [REDACTED]: And, yeah, and this is so, for the record, the  
7 chart that I'm using. Yes, this is NOAA Chart 18773, 43rd  
8 edition, May 2012.

9 BY LT [REDACTED]:

10 Q. So if we can, okay. So if you can point to Broadway Pier,  
11 and then Navy Pier. Okay. And if you can mark with an X where  
12 you would be mooring, the western.

13 A. Mark with an X.

14 Q. The Western Dock of where the *Adventure Hornblower* was.

15 A. That would be kind of right here.

16 Q. All right.

17 A. Does that look like an X?

18 Q. It's okay. Perfect. Now, you were talking about your  
19 transit in.

20 A. Um-hum.

21 Q. So if you can talk us through say past -- as you're passing  
22 Harbor Island here, on the eastern side, and then, yes, you --

23 A. Yeah, usually we're --

24 Q. -- just talk us through.

25 A. Yeah, usually we're kind of closer to North Island Naval Air

1 Station.

2 Q. Okay.

3 A. 'Cause Jean would be narrating on the way in, sometimes.

4 And, or the whalers will be doing their presentation, so  
5 depending, either or, she might be narrating about the helicopters  
6 here on North Island Naval Air Station, so sometimes we'll be  
7 coming in on this, in the channel, or just right in kind of here.  
8 And then we pass by the Naval Air Station where the aircraft  
9 carriers are tied up because people like to see those, so we'll  
10 come by the perimeter. And then, right --

11 Q. If you could draw that transit?

12 A. Sure. From all the way outside, or just --

13 Q. Just from Shelter Island.

14 A. Okay, so it's kind of like this. And then -- that's a little  
15 bit far, actually. It's more like right here is when I start to  
16 proceed across.

17 Q. Okay.

18 A. And now this is where I'll be losing speed.

19 Q. Okay.

20 A. I'll be --

21 Q. If I can mark with a one, where you typically lose speed? As  
22 we see it, and then, just indicate, I guess on the landside here,  
23 just, if you can write over the compass, like one, starting to --

24 A. Okay.

25 Q. -- lose speed as you turn it.

1 A. All right.

2 Q. Okay. So at point one, you're starting to lose speed.

3 A. Um-hum.

4 Q. What all are you doing at this point?

5 A. Well, at that point, usually, I'll, you know, I'll be  
6 starting to make a little bit of a turn, you know. So, I'll be  
7 generally like, sometimes I even come to, you know, I'll go all  
8 the way neutral and hang there for a minute so the people can get  
9 good pictures and stuff. And then that gives me an opportunity or  
10 Jean the opportunity to check our port side, make sure we're clear  
11 just to begin our, you know, our turn across the basin, you know,  
12 because it's a very busy bay.

13 Q. And you stated you start to turn. Are you turning to port or  
14 starboard?

15 A. Turning to port usually then.

16 Q. And then are you in the bridge, in the wheelhouse --

17 A. Wheelhouse.

18 Q. -- at that point?

19 A. Yes.

20 Q. Okay.

21 MS. BELL: Excuse me, this is Carrie, NTSB, Carrie Bell.

22 BY MS. BELL:

23 Q. Where is Jean at this point? Where does, where is she  
24 located when you're turning?

25 A. She is either in the wheelhouse with me, or she'll be on the,

1 one of the little -- you know, up top, there's those little wing  
2 stations above, kind of, you know, on either, usually on the port  
3 wing, or in the wheelhouse with me clearing my port side.

4 Q. Okay. Thank you. And is she the only one as far as crew  
5 that's assisting you with navigation and lookout?

6 A. Yes.

7 Q. Okay. And that's typical for any first mate?

8 A. Yeah.

9 Q. Okay.

10 BY LT [REDACTED]:

11 Q. All right, so, okay, so again, you're starting to make your  
12 turn at point one?

13 A. Um-hum.

14 Q. Then what is your next step after that as far as transition  
15 to getting ready to moor?

16 A. We cross the bay. We're, you know, finishing up our  
17 narration, you know, and telling people to get their belongings  
18 together, prepare for disembarking, you know. And thanking them  
19 for coming out. And, making -- you know, we try and tell them to  
20 not forget anything. At this, you know, I'm just kind of slowly  
21 cruising across the turning basin, usually avoiding several, like,  
22 sailboats and pleasure crafts, you know, so it's not a, not a fast  
23 speed. It's usually pretty slow across right here, this point.

24 Q. Okay.

25 A. Like I said, you know, I would be going probably, you know,

1 around maybe 8 to 10 knots through here, and then from here to  
2 here, it's a lot slower, like, I try and aim for like 2 to 4 knots  
3 maybe.

4 Q. So 8 to 10 knots up until point one?

5 A. Um-hum.

6 Q. And how many knots after point one where you make your turn?

7 A. You know, usually, like, I shoot for probably like 2 to 4  
8 knots.

9 Q. And how do you know it's 2 to 4 knots or 8 to 10 knots?

10 A. When I'm in the wheelhouse, I have a, I have my little GPS  
11 monitor up there that tells me how fast I'm going.

12 Q. Okay.

13 A. But when I'm out on the wing station, I don't have any kind  
14 of way to tell how fast I'm going.

15 Q. Okay. What do you typically use when you're on the bridge  
16 wing to determine your speed?

17 A. I don't have anything to determine my speed.

18 Q. Okay.

19 A. Or --

20 Q. So you're estimating how fast you're going on.

21 A. Yeah.

22 Q. But not in an, not in numerical terms but it's -- as far as  
23 ship handling.

24 A. Ship handling, yeah, I'm going, I'm --

25 Q. So what do you use, what do you use to determine while you're

1 out on the bridge wing, then?

2 A. Well, I would think, I would use, you know, the last view  
3 that I was in the wheelhouse, and then, I'd estimate off of that,  
4 okay? So I was just going 4 knots. I've slowed down a little  
5 bit. I would estimate, I'm going about 2 knots now, or, you know,  
6 so that's how. But there's no speedometer or anything like that  
7 on the wing station.

8 Q. Okay. Now at point one, you're check, you'd stated that  
9 you're probably going 2 to 4 knots at that point?

10 A. That's, yeah, what I, what I aim for, yeah.

11 Q. Okay. Is that consistent until you go out, until the bridge  
12 wing?

13 A. Yeah, pretty consistent until, you know, I get to maybe when  
14 I'm .2, right there.

15 Q. Yes.

16 A. Where I prepare to go to my wing station. And then I put the  
17 boat in neutral, both engines in neutral and lose more speed.

18 Q. Okay. Can you describe that procedure from, you stated, both  
19 engines in neutral, losing more speed and going out to the  
20 wheelhouse. What does that procedure entail?

21 A. I pull back the throttles to a neutral position. And when  
22 you do that, the light comes on in the middle, so you know they're  
23 in neutral. And then, I make sure my handheld radio is clipped to  
24 my belt. And then, I walk out of the wheelhouse and go down to  
25 the wing station, and open it up. And is that -- do you want me



1 to go on, or did you have any other questions about that  
2 procedure?

3 Q. Just very quickly, you said, your handheld radio is clipped  
4 to the belt. What is that radio monitoring?

5 A. That is my communications with Jean and with our two snack  
6 bar attendances, as well. We all have handheld radios.

7 Q. Okay. Those waves.

8 A. Yeah, really. It's like that every day.

9 Q. Okay. So then, number 2, that indicates where you're going  
10 out on the wing station, prior to going neutral?

11 A. Yeah.

12 Q. Okay.

13 A. Yeah, typically this is where, you know, my goal exits is.

14 Q. Okay.

15 A. Is between, you know, between 2 and I would say like, between  
16 here and here, but, you know, anywhere in front of the fairway,  
17 outside the fairway.

18 Q. Okay.

19 A. Where we try and do that.

20 Q. Okay, so underneath number 2, she has an arrow and then just  
21 through like --

22 A. And the next, yeah.

23 Q. So either one of those locations is where you try to be.

24 A. Um-hum.

25 Q. I'll say 2A and 2B. Okay. Now the wing station, you said

1 that there are further procedures?

2 A. Yeah, so the --

3 Q. Can you --

4 A. So the wing station is a big silver box, and you open the

5 lid. And then, and sometimes, you know, you have to clear a few

6 people out of the way, as well. So, you get to the wing station.

7 You get it clear. You open it up. And then you activate that

8 station. The little yellow light comes on. You do your checks

9 for backwards, bow thruster checks, strain check.

10 Q. You said, you hit a button, you hit it, how many times do you

11 hit it?

12 A. I hit the button once, and the yellow light comes on.

13 Q. Okay.

14 A. If it, if it doesn't then, you don't have activation at that

15 station.

16 Q. Did you see yellow lights on the morning of, or --

17 A. Yes.

18 Q. -- on the 31st?

19 A. Yes.

20 Q. Okay.

21 A. On each station that I used that day, I saw yellow lights if,

22 you know, you only have to press once, and the yellow light comes

23 on.

24 Q. Okay.

25 A. And the same is for the bow thruster, you press the middle

1 button, and then the green light comes on, on the side if you, you  
2 know, if you tweak the bow thruster to the right, then the green  
3 light will come on, then you know, you've, you know. You can also  
4 hear it too, to test it.

5 Q. Okay. At point 2A to 2B?

6 A. Yes.

7 Q. Is, do you turn on the bow thruster at that point as well?

8 A. I activate it at that station, yes. It's already on.

9 Q. Okay. Now you said, now going back to the control station,  
10 you push the button one time, the yellow lights come on, and then  
11 you mentioned something about a check?

12 A. Yes, propulsion check.

13 Q. Okay, and what does that consist of?

14 A. Each throttle control forward, backward, forward, backward.

15 Q. Okay. On the day of the 31st, did you do that propulsion  
16 check?

17 A. Yes, as far as I remember I did.

18 Q. Okay. And why do you do that propulsion check at that point,  
19 between 2A and 2B?

20 A. To make sure that your controls are active and working.

21 Q. Is that on your own initiative or is that a Hornblower  
22 procedure?

23 A. It's sort of, it's the procedure. Yeah, it's a procedure, we  
24 all do it.

25 Q. Were you ever trained on that specifically?

1 A. Yeah, I believe we went over it and we talked about it, and  
2 we did some training on that.

3 Q. Okay, do you know approximately when?

4 A. I don't know.

5 Q. Okay.

6 A. Okay, and steering, we check it, just did it.

7 Q. Okay. So you do your propulsion and steering?

8 A. Uh-huh, basically checking all controls.

9 Q. Okay.

10 A. You know, we have two little screens up there, too, that will  
11 show only if the, your RPMs that's it. But you know, that's, we  
12 can look at that, too, usually too.

13 Q. Now from the bridge wing, port and starboard control  
14 stations, can you control the rudder from those locations, as  
15 well?

16 A. Yes, that's what I was referring to for steering check.

17 Q. For your steering?

18 A. Yeah, a rudder check. There is a rudder angle indicator,  
19 and, you know, I jog steering, so that's what I check to make sure  
20 that when the job steering lever's moving, so is the rudder, in  
21 the same, the same fashion or manner, you know, consistent.

22 Q. Port and starboard?

23 A. Exactly, yeah. When you, when you alter to port then the  
24 arrow goes to port, and the same with starboard.

25 Q. Okay. Now generally speaking, after you get to point 2A, 2B,

1 and you've done both your rudder and your steering checks, then  
2 what's the next thing that you do.

3 A. The bow thruster.

4 Q. Okay.

5 A. I mean, not always in that order, but you know, all three of  
6 those are done within, it doesn't take long, so all three of those  
7 are done kind of in the same time frame.

8 Q. Okay, and then on the morning of the 31st, did you check all  
9 three of them?

10 A. On the morning of the --

11 Q. Or, I'm sorry. My apologies. On the 31st --

12 A. As I approached the fairway?

13 Q. Yes.

14 A. Yes, as far as I recall, yes. Sometimes, we'll get, you  
15 know, people, there's -- it's not roped off up there, so there's  
16 people up there, and they're talking to you, and they're asking  
17 questions and stuff, so there are distractions at times, but it's  
18 kind of one of those things that, you know, like when you get in  
19 your car, you drive, it's just an automatic thing, you know. So,  
20 you know, when you drive a stick-shift, you don't think about it,  
21 you just do it. So, as far as I recall, I did all my checks. But  
22 sometimes, also, like I said, there's distractions. By the time  
23 you do those checks, you know, like, I said, the goal is to have  
24 them all done and be out there, you know, be out there, and have  
25 them all done. But occasionally, with the distractions from being

1 on the box, like just resting on the box. You know, you try and  
2 get them off, like, you know, sometimes it can happen, you know,  
3 it might be, like nose into the fairway when I get, finally get  
4 done with them, you know. But, my goals is to always have them  
5 done before we get inside the fairway because that's pretty much  
6 our procedure.

7 Q. Okay. Besides being a procedure, is there any other reason  
8 to do that?

9 A. Well that way, too, if you do lose, if you have a, you know,  
10 if you lose an engine or if something's wrong, you'll be outside  
11 of the fairway, you know, maybe in a better position if  
12 something's going wrong, rather than in the fairway where you can  
13 hit things like piers, and other boats.

14 Q. Have you ever had that happen before, when you're doing your  
15 checks and you had a, had an issue?

16 A. Not that I can recall, not with *Adventure*.

17 Q. Okay. Did you have any issues with any of the other  
18 Hornblower vessels that you've driven?

19 A. I think, I think one time on the *Admiral* I lost the port  
20 engine coming into the dock I think. But nothing, yeah, nothing  
21 bad happened. I was going so slow that, you know, I just was able  
22 to believe, pretty much stop the boat with the other engine, and  
23 then go up to the wheelhouse and start it up again. So.

24 Q. And then --

25 A. My approaches are usually pretty slow to the dock, you know,

1 for that reason. I feel like, I like a nice soft landing. I  
2 don't know, you know.

3 Q. So the, on the *Admiral Hornblower*, when you lost the port  
4 engine, was that during the checks around 2A, 2B, or was that  
5 prior or after?

6 A. It was after.

7 Q. Okay.

8 A. And it was, it was just like this one. You know, just know,  
9 you don't know out on the port station. You don't know that it's  
10 gone until you, until you go to use it and you get nothing. You  
11 know, or in this case, on *Adventure*, when I went and, you know,  
12 put it in reverse throttled, instead it went forward. So you  
13 don't, you have no idea that there's, there's no alarms going off  
14 on the wing stations, so there's no indication. So you don't  
15 know. You know, you don't know that anything's wrong until your,  
16 you know, until it's already wrong. And if I was in the wheel  
17 house and parking the boat, then I would know because in the  
18 wheelhouse we do have, on the screens they have little error codes  
19 that will come up, little alarms that will beep. But on the wing  
20 station, there is none of that.

21 Q. You had mentioned, you had mentioned a light when you  
22 transition --

23 A. Um-hum.

24 Q. -- to the bridge wing. Is there any kind of alarm light, as  
25 well?

1 A. No.

2 Q. Okay.

3 A. No, the only, I mean the only thing that would, I think, you  
4 know, that would, might signal a problem would be as if, as if --  
5 well, but see, when you put the throttles in gear, the light goes  
6 off. When you put them in neutral, the light comes back on.

7 Q. Okay, so it's strictly when it's in neutral that the light is  
8 on?

9 A. Um-hum.

10 Q. Okay. Now, it's pretty sunny in San Diego. Do you ever have  
11 a hard time seeing it during the day?

12 A. No.

13 Q. All right. And do you typically wear sunglasses, or not?

14 A. Typically, yes, yeah. And a hat usually, too much sun.

15 Q. Okay. Okay. So 2A and 2B, that position, you are, you've  
16 done your checks. Typically speaking how, can you talk us through  
17 the rest of that approach, or the next step to that approach?

18 A. On that, on that day, what we'll do --

19 Q. Typically. Typically.

20 A. Okay.

21 Q. Yes.

22 A. Yes, so for, so typically from there, and you know, this is  
23 my, I want to say my normal operating procedures, you know, on if  
24 everything's going normal. You know, I'll be on the wing station  
25 and when I go from a, in a neutral in the wheelhouse, out there an



1 activate that station, then I have to put them in forward gear,  
2 usually both after I've done my checks, to then, proceed to the  
3 dock because, you know, it's not, I usually don't have enough room  
4 with them to go all the way, you know. So, and you need to  
5 maneuver. You need a little bit of propulsion to maneuver, as  
6 well. So typically I'll put them in forward gear and they'll be  
7 going in and out of forward, you know, neutral as I maneuver  
8 towards our, you know, either dock, whichever one that I'm going  
9 to use. Because in the morning for the first trip we use the east  
10 dock, and then when we come in from our morning trip, we actually  
11 dock at the west dock.

12 Q. Okay. Is there any reasoning for that, specifics for that?

13 A. Yes, because the *Admiral Hornblower* will be doing harbor  
14 tours, and so they'll come in around us and take the front spot.  
15 They leave after us. We leave at 1:30 for our afternoon trip and  
16 they leave at 1:45.

17 Q. All right. So from what I understand, you're just using the  
18 engines for propulsion on the maneuver you're doing as your making  
19 that approach, typically.

20 A. Um-hum.

21 Q. Do you ever --

22 A. Just to, just to line up right with the, with the dock. Not  
23 really if your speed, just more for maneuvering, keeping it in a  
24 straight line.

25 Q. Okay. Now if we could go back to your drawing.

1 A. Um-hum.

2 Q. So, if you could indicate the equivalent of you 2B position  
3 on the chart?

4 A. That 2B would be like right here. Right, just like on 2B.  
5 Okay.

6 Q. And then your goal being to move to the west dock?

7 A. Uh-huh.

8 Q. Okay.

9 A. I'm going to label that like 3.

10 Q. Well, we already have it labeled the West Dock. So that's  
11 fine.

12 A. Okay. All right.

13 Q. What I'd like to do is talk through, I guess, how long have  
14 you been mooring to that pier?

15 A. For the entire time that I've worked here.

16 Q. Which is about?

17 A. A year-and-a-half, yeah.

18 Q. A year-and-a-half. Okay. So, are you, do you feel  
19 comfortable with that pier?

20 A. Yes.

21 Q. Okay. Do you, do you have certain indicators at the pier or  
22 certain locations that you look for, for certain things that you  
23 want to align the vessel with?

24 A. Yeah. Yeah.

25 Q. Okay.

1 A. Marks, I think, yeah, on the way in.

2 Q. So, what are some of the marks that you look for?

3 A. Well, I try and, you know, I have, my ultimate goal is to  
4 line our cargo door up with our ramp. And so I kind of, you know,  
5 I have, I want to be pretty much almost stopped when I'm about  
6 here with the ship, like right here. I like to be just about  
7 stopped, so I can just very slowly kind of get in there.

8 Q. Okay.

9 A. And I like to stop also, so that when they're passing lines  
10 off, I stop ahead of the cargo door and where the ramp line up, so  
11 that they can start handing lines. Jean will be handing lines to  
12 the line handlers, our spring line, and then, there's the two  
13 lines on the dock that the line handlers handle. So, I like to go  
14 nice and slow for them. So typically, when I'm like about half  
15 way, half way there when the mid-ship is right at the end of our  
16 dock, is kind of where I like to make my first, kind of stop, and  
17 be at pretty much a slower stop right there.

18 Q. All right, so mid-ship at the end of the dock. Could you  
19 label that with a number 3?

20 A. Sure. Do you want me to draw a little boat, or just label 3?

21 Q. Just label number 3. And again, that's where your, your  
22 aiming for to be at all stop?

23 A. Yeah, all stop or, you know, pretty darn slow, close to stop.  
24 And yet, we still have to do, we do need to move another like,  
25 usually about ten feet forward. So not all stop, but at a very

1 slow speed.

2 Q. Okay, so number 3 indicates where you want the cargo door,  
3 starboard side, cargo door to be aligned with?

4 A. Yes, pretty much mid-ship. Maybe even a little bit further  
5 back, you know, because I think the cargo door is not really  
6 exactly mid-ship.

7 Q. Okay. So once you have the spring line over, then what are  
8 you, what do you typically do?

9 A. Typically, I'll put the port in reverse to pretty much, you  
10 know, it'll, I'll get, the spring line will be handed off and  
11 we'll be slowly drifting forward, and then I put the port in  
12 reverse to bring the stern over so that they can then get the  
13 stern line on. And that usually, pretty much stops the boat, and  
14 I'm pretty much positioned where I want to be by that time, like  
15 with the cargo door lined up.

16 Q. You said, port reverse. Okay. Port reverse, and that's  
17 slowly drifting your stern towards the --

18 A. Yeah, that would be our stern towards the dock, and that will  
19 pretty much bring the whole boat a few feet closer to the dock.  
20 My approach is usually like 3 to 5 feet off, when I'm at 3. So --

21 Q. Okay.

22 A. -- feet off the dock. Away from the dock. But that's it,  
23 you know, so I kind of, that's why I'm slowly kind of making an  
24 approach, drifting towards the dock, you know, lining up right, so  
25 that they can hand that line off. I don't want anyone reaching

1 too far, so it's anywhere between 3 to 5 feet, you know, closing  
2 in sort of while I'm making that slow transition from 3, point 3  
3 to where the cargo door is lined up, which we could put 4. Do you  
4 want to do 4?

5 Q. Sure. Okay. And what do the cargo doors line up with?

6 A. The ramp.

7 Q. Okay. And the ramp, is that for the --

8 A. Passengers, loading and unloading.

9 Q. And number 4, right there. Okay. And then at point number  
10 4, you have the cargo door lined up, and what are your procedures,  
11 typically?

12 A. So typically, at point number 4, the cargo door is lined up,  
13 and I've made my maneuver with my port engine, and then stern will  
14 come over. They'll put the stern line on, and usually it's, you  
15 know, I only put the port engine in reverse for, you know, maybe a  
16 few seconds, however long it takes to get that port, starboard  
17 quarter over to the dock so they can attach the stern line. And  
18 then it's back to neutral. And from there, I usually let the boat  
19 settle. It'll usually settle itself. It'll kind of drift a  
20 little bit forward. And if it doesn't, I can use the bow thruster  
21 to bring the bow over, so that the line handlers can attach the  
22 bow line then to the dock, so that's the last line that we put on.  
23 And usually, I'll either use the bow thruster, or I'll use the  
24 port engine for just a little bit of forward to get the spring  
25 line tight, and then we can get the bow line tight, so that we're

1 nice and tight to the dock.

2 Q. Okay. So then at position number 4, you have the cargo door  
3 aligned for the ramp, the passengers to disembark.

4 A. Um-hum.

5 Q. And then at that point, you're at neutral, waiting for the  
6 vessel to settle. And then, you use the bow thruster to bring the  
7 bow over to get the line, the bow line --

8 A. Yeah, either the port engine or the bow thruster to get the  
9 bow closer to the dock.

10 Q. Okay.

11 A. And to get the spring line tight.

12 Q. And then at that point is the mooring complete?

13 A. Yeah, pretty much. Jean will give me a call. She'll say,  
14 all lines. You know, and they, and pretty much they call out each  
15 line as they secure them. They'll say, line 4, or line 3, spring  
16 line, bow line. They yell it up to me, or they radio communicate.  
17 Jean will either, you know, Jean communicates mostly all the  
18 lines, but then sometimes the line handlers, themselves will also  
19 yell, so I know each line.

20 Q. Okay. So you communicate with the crew --

21 A. What?

22 Q. -- to ensure the lines are --

23 A. Yeah, we have, like I said, we all have our handheld radios  
24 on, too. So if I need to come back or go forward, she can  
25 communicate that with me through radio, and if it's too far away,

1 she'll radio me and tell me so that, you know, like, they can't  
2 reach it. And I'll bring it in for them.

3 Q. Um-hum. Okay.

4 A. But from that wing station, I can see pretty well, the whole  
5 side of the boat. So it's a good, this one's great for docking  
6 because it's straight. You know, on *Admiral*, it's a little bit  
7 round. You can't really see that back line so well.

8 Q. Okay, so you can see the whole side of the boat with the  
9 *Adventure*?

10 A. Pretty much, yeah, I can see, I can see the line -- sorry,  
11 line handlers, and the lines and what they're doing pretty well  
12 from top at the wing station.

13 Q. All right. Now what I'd like to do is transition to the  
14 31st. We have a red pen here.

15 A. Okay.

16 Q. So I'd like to switch out red pen and blue pen.

17 A. All right.

18 Q. And, we'll indicate with an X the locations for a typical  
19 morning. What I'd like you to do is just use a circle --

20 A. Uh-huh.

21 Q. -- to indicate the 31st --

22 A. Okay.

23 Q. -- as we're talking through.

24 A. Okay.

25 Q. All right, so again, the 31st, you're making your approach.

1 A. Yeah.

2 Q. You've got your typical line here.

3 A. Um-hum.

4 Q. Could you draw as you recall the line for your transit  
5 inbound --

6 A. Sure.

7 Q. -- on the 31st?

8 A. Pretty much the same line to point 1, and do you want me to  
9 label these with numbers also?

10 Q. Yes, we can go ahead and do that. What we'll do, so the last  
11 number we have on your drawing is number 4.

12 A. Uh-huh.

13 Q. So, we'll start out with number 5, then.

14 A. Okay.

15 Q. In the red pen.

16 A. All right, so number 5. And then, do you want me to write  
17 below it?

18 Q. Yes.

19 A. On the chart?

20 Q. And then also, if you can just indicate above number 5, just  
21 label it the 31st, March 31, 2016?

22 A. Um-hum.

23 Q. Okay. And above, you can go right to the blue pen, just  
24 down, typically, just to say, a typical --

25 A. Okay.



1 Q. -- a typical cruise. Okay. All right. So we have number 5.

2 A. Um-hum.

3 Q. Where you started. Can you go ahead and explain what  
4 happened at point number 5?

5 A. Okay, so point number 5, you know, things are normal. We're  
6 closing up our speech to our people, and informing them that we  
7 will be giving out whale checks at the gate, and telling, you  
8 know, the typical speech, grab your belongings, check the boat  
9 for, you know, use the bathrooms. Do all that stuff. Prepare,  
10 we're going to be preparing to dock.

11 Q. And how is your speed at that point?

12 A. On that day, I mean I would, I would guess it was probably 4  
13 knots maybe.

14 Q. And that's point number 5. Prior to point number 5, coming  
15 inbound, what you say your speed was?

16 A. Probably like 10, 10 to 12, maybe.

17 Q. Okay, so number 5, closing up speech, prepare to dock,  
18 approximately 4 knots. And then what was next?

19 A. And then, you know, check the port side to make sure we were  
20 clear. And start proceeding to 2A and 2B, between there, crossing  
21 the channel, losing speed.

22 Q. Okay, on the 31st, approximately where were you located on  
23 the chart?

24 A. I think -- when I made my transition?

25 Q. So, you indicated between 2A and 2B is your typical.

1 A. Um-hum.

2 Q. Where were you on the 31st?

3 A. For transition?

4 Q. Yes.

5 A. I was probably a little bit closer, because there was someone  
6 in front of my box, and I also had to grab whale checks out of our  
7 safe.

8 Q. Okay.

9 A. So I was probably like, more like right there. A little bit  
10 closer to the fairway.

11 Q. And someone, being a passenger?

12 A. Um-hum.

13 Q. All right. So that X, if you can indicate is number 6.

14 A. Yes.

15 Q. Okay. And then also indicate in the legend on the chart, so  
16 you have 5 there, then 6.

17 A. Okay.

18 Q. Okay. Now can you describe your actions transitioning from  
19 the wheelhouse to the station?

20 A. Yeah, I think I called on the radio to Jean to let her know  
21 that I had the whale checks. And I asked some people to move out  
22 of the way. And I opened the, opened up the wing station. And,  
23 just the usual checks.

24 Q. And by usual checks, what are those usual checks?

25 A. Activate the station. The light comes on. Forward, reverse

1 both throttles. Check the rudder control, left and right. Check  
2 the rudder angle indicator, left to right. The thruster, activate  
3 it with a little turn, that light comes on.

4 Q. I'm sorry, and again, what light came on?

5 A. The green light comes on when you push it a little bit to the  
6 right or left. That just, that just means it's active.

7 Q. Okay, for the bow thruster?

8 A. Yes. The yellow light in the middle comes on when you push  
9 it, but I always do a little check to make sure that green light  
10 comes on.

11 Q. Okay. And do you recall that those lights for sure were on,  
12 on the 31st?

13 A. Yes.

14 Q. Okay.

15 A. Yep.

16 Q. So you made the transition, did those checks and at position  
17 number 6?

18 A. Um-hum.

19 Q. Okay. Now, at this point, looking at the chart, we're very  
20 close to the pier. So I'd like to transition to your drawing.

21 A. Okay.

22 Q. And then if you can indicate number 6 on your drawing,  
23 approximately. And you can draw another boat if you want, on top  
24 of it.

25 A. Okay. I would say, make that a little bit closer, like right

1 there, call that 6.

2 Q. Okay. Okay. So, what was the next thing that you did on the  
3 31st?

4 A. Well, after I activated that station, I put them both, both  
5 engines in forward.

6 Q. Okay.

7 A. And do you want me to draw a line towards, I put them in  
8 forward to head towards the dock.

9 Q. Okay.

10 A. To keep with my line up.

11 Q. Okay, all right, go ahead and draw a line, then.

12 A. Okay.

13 Q. Okay, so both engines forward. Did, was it all what you  
14 would consider typical for a morning evolution at that point, like  
15 was this?

16 A. Yeah, everything seemed quite normal. You know, I would kind  
17 of put them, and again, I can't recall exactly how many times,  
18 because when I come, when I'm coming through the fairway, I'm  
19 putting them in and out of gear. Just bumping it forward, bumping  
20 it out, you know, because you've got to maintain enough speed to  
21 push water, you know, past your rudders and stuff to maneuver.  
22 And so, that there's a little bit of that going on as I'm going  
23 into --

24 Q. Okay.

25 A. -- into the fairway. But everything was operating normal,

1 all the way up until my approach to the west end of the dock.

2 Q. Okay. With, and just to clarify, just, you had mentioned  
3 that it took a little bit longer to get to the bridge wing, so,  
4 and your --

5 A. It took, I mean I was out there, but, you know, I had to  
6 clear some people. And that was, and radio Jean.

7 Q. So at point number 6, were you closer than you typically  
8 would like to be?

9 A. Probably, yeah. Probably a little bit closer. I like to be,  
10 I like to be outside further, like --

11 Q. Okay. Okay.

12 A. But still, I think I was still outside of the fairway,  
13 though.

14 Q. Okay. So you're bumping the port and engine starboard -- or,  
15 sorry. Port and starboard engines, so you were bumping them  
16 forward as needed?

17 A. Um-hum. Forward to neutral, forward to neutral as needed to  
18 keep the line that I need to get to the dock and, you know, the  
19 momentum that you need to get, approach the dock.

20 Q. All right. And besides the cargo doors being aligned with  
21 the end of the dock, is there any, are there any other visual  
22 indicators that you're looking for, or you were looking for on the  
23 31st?

24 A. Not really. I mean, not that I can say. A lot of other  
25 people use landmarks and stuff, but I, you just get so used to a

1 place, you know what I mean, that I kind of, you know. And then,  
2 I can look right over the side, so I can see exactly where the  
3 boat is. I have to see where the cargo door is, and where the  
4 ramp is, so, I kind of just, you know, use my --

5 Q. Okay.

6 A. -- my visibility's great, so.

7 Q. Okay. At that point, at number 6, were you looking over the  
8 side at all?

9 A. Out here at number 6?

10 Q. Yes.

11 A. More so looking ahead, you know, line, you know, lining,  
12 making sure that I'm kind of like lining up straight. My path is  
13 straight and stuff.

14 Q. Okay.

15 A. I mean, I'd, I would probably look over the side to see how  
16 far I am from Navy Pier. Make, you know, because it should be  
17 about ten feet off Navy Pier, you know, because this is about, I  
18 would say, I don't know, like six feet. You know, and I want to  
19 have like another three feet off the dock. So, you know, kind of  
20 like, look, you know, glancing over a little bit. Making sure I'm  
21 coming in straight. You know, good approach.

22 Q. Okay. So, what was the next event after point number 6?

23 A. So after point number 6, like I said, I'm using the engines,  
24 you know, a little bit of port, a little bit of starboard, just to  
25 keep it straight, going in the line, this line, so that I can get

1 to my desired location right there at number 3.

2 Q. Okay. Did you get to the desired location at point number 3

3 --

4 A. I did.

5 Q. -- on the 31st?

6 A. I did.

7 Q. At normal speed?

8 A. Yeah, at normal speed, yeah.

9 Q. Okay, can you indicate, can you draw the *Adventure Hornblower*

10 --

11 A. At number 3?

12 Q. Yes.

13 A. And label it 7?

14 Q. Yes.

15 A. Okay.

16 Q. And that point number 7, were the cargo doors aligned with  
17 the pier?

18 A. No.

19 Q. Okay. And was there any indicate of any issue at that point,  
20 at point number 7?

21 A. That's probably where that, you know, this is normally where,  
22 at point number 3 to 4, you know, I'm slowing speed, and that's  
23 when I use my port reverse.

24 Q. Um-hum.

25 A. So at point number 7, is when I was kind of, you know, I'd

1 say maybe even a little bit further forward, you know, just, but  
2 kind of pretty much where I want to be, where I normally am, you  
3 know in between 3 and 4, where I use my port reverse to pretty  
4 much stop the boat so we can get that spring line over. And so I  
5 was where I wanted to be, and I put the port engine in reverse,  
6 and it went forward instead of reverse. And that's when I, that  
7 was the first time that I, that something was not going right.  
8 That's when I noticed something was different.

9 Q. Okay. So putting port in reverse, how much, or how far back,  
10 you had stated at point number 6, that's where you're bumping the  
11 engines?

12 A. Yeah, from 6 to 7, you're putting it in and out of gear in  
13 forward and neutral.

14 Q. Forward and neutral?

15 A. Uh-huh.

16 Q. Okay. At point number 7, when you used the port reverse, how  
17 much engine would you consider you were using compared to using  
18 the term, bump forward, would you consider that you were bumping  
19 the porting engines back?

20 A. So, yeah, bumping is just clutch ahead, just in gear.

21 Q. Okay.

22 A. And --

23 Q. Was the port reverse, was that just in gear then, or did you  
24 --

25 A. Pretty much just in gear. Maybe a little, a little bit of



1 throttle, but not a lot. Maybe just, probably just in gear, maybe  
2 a little.

3 Q. Okay. Now after point number 7, when putting the port in  
4 reverse and the vessel going forward, what kind of response did  
5 the vessel have?

6 A. The bow went into, went towards the dock, you know, instead  
7 of doing what it was supposed to do, slow down and you pretty much  
8 stop, it sped up, and went towards the, the bow went towards the  
9 doc. So the exact opposite.

10 Q. All right. What did the stern do then?

11 A. The stern came out a little bit. Came away from the dock.

12 Q. Okay. So then what was the next thing that happened?

13 A. I, well, I noticed that now we're, you know, we were going to  
14 hit the dock because, you know, that had gave it forward momentum.  
15 So, I yelled to the line handlers to run. I said, run away.  
16 Forget about it. Run, and then, we bounced off the dock, and as  
17 far as I can recall, I put them, I put both engines in neutral.  
18 And we bounced off the dock and started -- do you want me to draw  
19 it?

20 Q. Going back up, because you said, if you can indicate with a  
21 circle where you, where, if you could estimate on your drawing  
22 your position on the bridge wing, where that was when you yelled  
23 to the line handlers, where would that be relative to the pier?

24 A. When the vessel, the vessel position?

25 Q. The vessel position or where I was, right. I don't want to,

1 I don't want to draw the vessel over the vessel.

2 A. Oh, yeah, I know. Do you want, do you want me to draw where  
3 the vessel made contact with the pier, or where I yelled to them?

4 Q. How about, can you point to where the vessel was, or where  
5 you were when you yelled to the line handlers?

6 A. Probably right here.

7 Q. Okay, right behind number 4. Okay. Can you draw that with a  
8 circle?

9 A. Sure. Do you want me to label it 8?

10 Q. Label it 8, yes. Okay. So you yelled to the line handlers,  
11 then the next thing?

12 A. And then the next thing, I believe I put both engines in  
13 neutral, and that's when we made contact, the front of the  
14 starboard side there, made contact with the ramp and the dock.  
15 And we bounced off and started --

16 Q. Okay.

17 A. And I don't know if we were, if we were still in forward  
18 repulsion or forward neutral. We were, but we were drifting  
19 towards the Flagship boats. So there's another dock right --  
20 oops, can I draw that?

21 Q. Yeah, that's fine.

22 A. Another drawing?

23 Q. It's your drawing.

24 A. And then there's the ferryboat full of people right here, and  
25 then the Patriot, right here.

1 Q. Okay. Can you label those?

2 A. Sure.

3 Q. Okay, and what is, is that pier then, or is that a --

4 A. This is their pier, yes.

5 Q. Okay. Their being?

6 A. A Flagship dock. Do you want me to label it?

7 Q. Please. Okay. Can you, can you draw where the *Adventure*

8 *Hornblower* made contact for that first --

9 A. For that first hit?

10 Q. Yep.

11 A. I believe it was pretty much right here at, do you want me to

12 label that 9?

13 Q. Yes.

14 A. 'Cause I'm pretty sure it was a starboard bow that hit the

15 ramp, that we'll typically try to line up with.

16 Q. All right.

17 A. Because when a port engine, when I put it in reverse and it

18 jumped forward, the stern came out like we said, and that, the bow

19 went towards the dock.

20 Q. Okay. So number 9 is where the starboard bow hit the ramp?

21 A. To, yeah, to the best of my recollection. Yeah.

22 Q. Okay. Can you draw the, and I understand it will be

23 overlapping with the number 7 position, but can you draw the way

24 that the *Hornblower* was positioned?

25 A. Um-hum. With that pen.

1 Q. Okay, and if you could label that number 10. And number 10  
2 is the position that the Hornblower, the first impact.

3 A. Um-hum.

4 Q. And again, just to clarify, number 10, where were the engines  
5 at that point?

6 A. I believe in neutral.

7 Q. Okay. All right, so you have that first impact. What did  
8 the vessel do after that?

9 A. It bounced off the dock and started drifting towards Flagship  
10 boats. And actually, I think, I think I tried to stop with both  
11 engines, at that point.

12 Q. And how did you try to do that?

13 A. With, take both of the throttle controls and put them in  
14 reverse.

15 Q. And can you, can you indicate with a number 11?

16 A. It was kind of the same time as we were bouncing off of the  
17 dock.

18 Q. Okay.

19 A. 'Cause we were heading towards the ferryboat and I was trying  
20 to stop the vessel.

21 Q. Okay. So if you could --

22 A. So 11, like right here?

23 Q. Okay. So number 11 is when the boat falls in reverse. What  
24 did the vessel look like? Where was the bow and the stern when  
25 you --

1 A. Kind of like that, I would say.

2 Q. Okay. Now, for both throttles in reverse to stop, we've used  
3 the term bump just to get a little bit of engine and then, because  
4 we also, we've talked about clutching it in. When you put both  
5 throttles in reverse to stop, was that where you clutched then?

6 A. That was hard and --

7 Q. That was harder?

8 A. No, it was, it wasn't, yeah, it was harder than a bump. I  
9 was giving it some throttle because I was trying stop, because  
10 normally, I mean, I will give the analogy like when you're driving  
11 your car, you see something, you know, fall in front of, you  
12 break. You go brake hard, you know. So, I was trying to stop the  
13 vessel, so I did give it some throttle.

14 Q. Okay. Now when you gave it some throttle at position number  
15 11 there, did the vessel react?

16 A. It did. It went forward faster.

17 Q. And what did you do after the vessel started going forward  
18 faster?

19 A. I put it back in neutral. And I started, to the best of my  
20 recollection, because this is like seconds, I started bow  
21 thrusting to the right. And I was just about to hit the horn, but  
22 the vessel next to me hit five blasts. He did resume blast,  
23 continuous short blasts. So then I went back to the throttle  
24 controls and tried to stop again. I thought if I could put it  
25 back in neutral that maybe it would, you know, reset and then, you

1 know, try and stop the boat again, but it went forward again. I  
2 think, I think that's, you know, sort of the kind of, I mean it,  
3 it was from, it's only about I think like 200 feet from there to  
4 there. So I got to the pier pretty fast.

5 Q. Okay, so from point 11 to the pier?

6 A. Yeah, especially because by trying to stop, I was only  
7 increasing the speed because every time I put those throttles in  
8 reverse, I believe the engines were in forward gear, you know?  
9 And it, so it jumped forward. Even though I'm up at the wheel  
10 station with reverse, throttles in reverse, thinking that you  
11 know, it's going to stop the boat. So it was a pretty quick, you  
12 know, from there to the pier.

13 Q. Okay.

14 A. So I was using my left hand to bow thrust away from the other  
15 boats, and then my right hand, I tried to stop one more time.

16 Q. Okay. If we could just back up and indicate on the diagram.  
17 So we've got number 11, where you put both throttles in reverse.  
18 And what pass here? And then you stated that it went back into  
19 neutral?

20 A. Right. I put them in --

21 Q. You put them --

22 A. -- neutral.

23 Q. Okay. Can you indicate with a number 12?

24 A. With a number 12, I mean we jumped, we jumped forward so fast  
25 that it was probably like right before, I want to say, maybe right

1 before the wall. I think, you know.

2 Q. Okay.

3 A. And I think that's about the same time when I tried to shut  
4 them down.

5 Q. So back to neutral, then tried to shut down?

6 A. Yeah, I mean, we might -- I might have been on the wall at  
7 that point. Like it --

8 Q. Now trying to shut down, what did that consist of?

9 A. Oh, there are, there are shutting and starts up on the wing  
10 station.

11 Q. Okay.

12 A. So, turning both engines off. And all of this happened in a  
13 matter of seconds. I wish that I, I wish I'd have like five  
14 minutes to, in that 200 feet, but --

15 Q. And that's why I'm trying to break it down, step by step.

16 A. Yeah.

17 Q. It's really to dissect --

18 A. Yes.

19 Q. -- you know, in these matter of seconds, what your actions  
20 were?

21 A. Yeah.

22 Q. Okay, so point number 12, neutral. And then you tried to  
23 shut down, using the manual shutdowns.

24 A. Yeah.

25 Q. At the control station?

1 A. Yes, and 12 could have been just before, or like just making  
2 contact with the wall, kind of right around that. And I was  
3 screaming, yelling to everyone there, because everyone's pulling  
4 out their cameras to take pictures, and I'm coming at them, you  
5 know. And that, and that whole time, the vessel next to me was  
6 blasting horns. So --

7 Q. The vessel next to you, you've got on your diagram two of  
8 them. Do you know which one it was?

9 A. The ferry, the ferryboat.

10 Q. Okay. Is that the name of the vessel, the ferry?

11 A. The Cabrillo.

12 Q. The Cabrillo. Okay, and then you stated that you used the  
13 bow thruster --

14 A. Um-hum.

15 Q. -- to go the right?

16 A. To the starboard, yeah.

17 Q. Okay. To the starboard.

18 A. Yeah, and if he hadn't be, if he hadn't been honking the  
19 whole time, I would have blasted my horn. But he was, he was  
20 doing a pretty good job of blasting away.

21 Q. Okay. And the bow thrusting, initiating that, was that at  
22 point number 12, as well?

23 A. I think it started, I had started bow thrusting as soon as  
24 we, as soon as, I think, from what I believe, the port engine, if  
25 not both engines were stuck in forward. So we were, we were kind



1 of heading that way, and so I was steering. I did a little bit  
2 steering that altered to starboard, you know, because, but, you  
3 know, I had such a short distance, that, that didn't really do  
4 much. So then the bow thrusting kind of started at, I want to  
5 say, like 11.

6 Q. Okay, can you indicate 11A, then?

7 A. Okay, 11A, kind of like right here, 11A, bow thruster. I did  
8 not want to hit the ferryboat.

9 Q. And did the ferryboat have passengers at that point?

10 A. Yes.

11 Q. Okay, at that, at point 12 that you were back in neutral, you  
12 tried to shut down both engines, did the engines shutdown  
13 successfully?

14 A. They did, yeah, did shut down.

15 Q. How long did it take for them to shut down? Was it before  
16 impact?

17 A. You know, I don't know because it was kind of, the impact was  
18 a little bit like, it was pretty substantial. So I'm not sure  
19 when they shut down but I know that it was off when we were on the  
20 wall, that they were both off, I believe. Like kind of, to the  
21 best of my recollection, I think they were both off once --

22 Q. Besides the switch, is there any sort of indication that they  
23 are off?

24 A. Yeah, the RPMs, the RPM meter, all the way to zero.

25 Q. Do you remember looking at the RPMs to see them at zero?

1 A. Um-hum.

2 Q. Before leaving?

3 A. Yeah. Yeah, I wanted to make sure we were stopped, because,  
4 I mean, we were stopped. We couldn't go any further. Right, you  
5 know, I didn't want to have the engines still going. You know,  
6 who knows what, which direction the boat might have started going,  
7 so.

8 Q. Okay.

9 A. And that's to the best of what I can remember, you know, what  
10 I, what I did.

11 Q. Okay. All right, and then, if we can just take a little bit  
12 of time to talk about just the, is the safety notification aspect  
13 of it.

14 A. Um-hum.

15 Q. You had mentioned that you were yelling to the pier. There  
16 was the blast off of the --

17 A. The Cabrillo.

18 Q. The Cabrillo, which is off of your port side. Well, this  
19 along the Flagship dock.

20 A. Yeah. Yeah, I have no P.A. system. I have P.A. system in  
21 the wheelhouse but not on the wing station. So all I can do  
22 pretty much from there is scream.

23 Q. Okay.

24 A. And then radioed to Jean and to, you know, when I radio on,  
25 we're all on Channel 2, so when I radio to Jean, I was radioing to

1 Jared and to Loren, also. I said, brace for impact. Tell  
2 everyone to brace for impact. We're going to hit, you know, we're  
3 going to hit the wall.

4 Q. Okay.

5 A. Something along those lines. I don't remember exactly what I  
6 said, but it was, you know.

7 Q. Okay. Were there any other actions taken by either yourself,  
8 the crew, surrounding vessels that you could see, as far as  
9 notifying people that this was about to happen?

10 A. Yeah, people, our Hornblower crew down on the dock was  
11 alerting the people that were in line waiting for the harbor tour,  
12 the next whale watching cruise. They were running over to get  
13 them away, and, you know, yelling to people. So, telling them,  
14 you know, run away. And the ticket booth also is on the same  
15 channel as me, as well.

16 Q. Okay.

17 A. On Channel 2 of our handheld radios. They have a handheld  
18 also. So they knew what was coming, so they were able to run out  
19 there and start clearing people away as fast as possible.

20 Q. Okay. Okay, and just to clarify, you said, the Hornblower  
21 crew was on the dock, is the ticket booth, is that also on the  
22 dock?

23 A. They're kind of, you know, we have two line handlers that are  
24 also photographers for Hornblower, and they're the two that are on  
25 the dock to catch us when we come in, to help, you know, us more.

1 Q. Okay.

2 A. And then there's usually two or three people in the ticket  
3 booth that sell tickets and we have communications with. But I  
4 think I, I think I also radioed to Jean at the, kind of around  
5 point 10. I think I, I can't remember for sure, but I think I  
6 radioed to her that the port engine was stuck in forward. But I  
7 can't recall like exactly what I said.

8 Q. But you know --

9 A. But at that point, I think everyone on board, heard and knew  
10 something, you know, because we bumped the pier, and then,  
11 everybody knew. And then that's why I said to tell everyone to  
12 brace for impact. You know, and I tried, and that's when I trying  
13 to stop the ship.

14 Q. Okay.

15 A. But back a, back to the, after the impact, yes, there's the  
16 ticket booth people that came out to clear everyone away. And  
17 then the line handlers, you know, after they had run away, they  
18 went back up and they were also, I think trying to help with that.

19 Q. Okay.

20 A. So I managed to not hit any of the, you know, I didn't hit  
21 the Patriot boats, and you know, I kind of landed in the middle, I  
22 guess.

23 Q. Okay.

24 A. So.

25 Q. Now, for passengers, were there any up forward?

1 A. There was few forward, and I was trying to yell down to them  
2 to go aft. I think I yelled to them, like, get back, or something  
3 along those lines. Like I think --

4 Q. Now you say, forward, were they forward of your location on  
5 the bridge wing?

6 A. They're on the mid-level bow area. I think, I think there  
7 was a couple people on there, and I don't know, but I think I was  
8 yelling, like, like I can't remember, but it was something along  
9 the lines of like, hold on, or get back. Something kind of like  
10 that. Like, get back and hold on.

11 Q. Okay. And approximately how many people would you say were  
12 in the mid-level bow?

13 A. You know, I really can't recall too well. But I think that  
14 probably maybe like three or four. You know, I think a lot of  
15 them were making their way back to, away from the bow. You know,  
16 so, there might have been a couple of people up there, but I don't  
17 think, yeah, I don't think there was more than like three or four  
18 people.

19 Q. Okay. What about back at say point number 6?

20 A. Uh-huh?

21 Q. Before you were lined with the dock, how many people were up  
22 forward in the mid-level area?

23 A. Maybe ten people. You know, most of the people were getting  
24 all their stuff together, and they were coming back down here to  
25 this lower level, because this is where they disembark the vessel.

1 So they're all kind of getting ready to get off the boat and go  
2 about their other activities they had planned.

3 Q. Okay.

4 A. So there's not too many people hanging out up top there.  
5 Usually there's at least like five or six people that are right up  
6 on me at my wing station, looking, you know, watching everything  
7 because it's interesting to them, you know. And like they talk to  
8 me, too, sometimes.

9 Q. Has that ever been a distraction for you in the past?

10 A. You know what, if I tell them, if they start to distract me,  
11 I tell them, you know, can you, can you be quiet. I need to  
12 focus. But most of the time it's not, it's not a problem. And  
13 people are pretty understanding, you know. I just tell them, hey,  
14 I need to focus with ship handling here, so, could you just be  
15 quiet or go over there, or stuff, you know. But for the most  
16 part, it's not, it's not a problem. People are pretty  
17 accommodating and I, you know, and if, I get them out of my way,  
18 if I need, you know, I make sure that I have, I have my visibility  
19 and I have my room to operate.

20 Q. Okay. Now you had said, when you went to go to that  
21 starboard side station, back --

22 A. At 6.

23 Q. -- back at number 6, and you asked someone to move out of the  
24 way, where were they located? Were they still on the bridge with  
25 you, or had they --

1 A. They're at the wing station, leaning on the wing station. So  
2 I had to tell them to move.

3 Q. Okay, at point number 12, now was it one person, two people?

4 A. One person leaning on the wing station and one person  
5 standing next to him, I think.

6 Q. Okay. Where were those two people at point number 12?

7 A. Point number 12, I believe that they were still up top with  
8 me, at like, you know, where the wing station is, probably right  
9 in front of the wheelhouse, holding on to the rail, I think,  
10 because I'm pretty sure I yelled, you know, to everyone around me,  
11 like hold on. Either that, or like brace yourselves, or something  
12 like that, you know.

13 Q. That's all I have for ship handling questions. Do you all  
14 have any follow on?

15 MR. ROTH-ROFFY: Just a few, but we've been going for over  
16 two hours. Perhaps some people need to break.

17 LT [REDACTED]: Yep, sound good. Current time is 5:18. Is the  
18 recorder on --

19 MR. ROTH-ROFFY: Yes.

20 LT [REDACTED]: -- at this point? Okay. Again, this is  
21 Lieutenant [REDACTED] U.S. Coast Guard, sector San Diego. The  
22 date is Sunday, April 3rd, at 1737, and this is taken to near the  
23 interview with Captain Julie Peet, who was onboard the motor  
24 vessel *Adventure Hornblower* on 31 March 2016. We'll go around the  
25 room.

1 MR. LEDET: Les Ledet, United States Coast Guard.

2 MS. BELL: Carrie Bell, NTSB.

3 MR. ROTH-ROFFY: Tom Roth-Roffy, NTSB.

4 MR. LOEBL: Gordon Loeb1, Hornblower, cruises and events.

5 MS. PEET: Julie K. Peet, Captain at Hornblower.

6

7 INTERVIEW OF JULIE K. PEET

8 BY LT [REDACTED]:

9 Q. Now we stopped the interview, we had gone through the events  
10 that occurred on the 31st of March up until the allision of the  
11 *Adventure Hornblower* with the dock or -- what would you --

12 A. The seawall.

13 Q. The seawall? Okay. Can you indicate on your drawing, or  
14 just point an arrow to the top of the page indicating that it's a  
15 seawall?

16 A. Sure. Just kind of an arrow and X.

17 Q. Okay. And then just maybe a legend at the bottom with an  
18 arrow.

19 A. Sure.

20 Q. Or I need to --

21 A. Uh-huh.

22 LT [REDACTED]: Okay, I have no further questions on the  
23 maneuvering and docking procedures. First I'm going to hand it  
24 over to Mr. Ledet with U.S. Coast Guard, NTOE.

25 BY MR. LEDET:



1 Q. How are you doing, Captain? Les Ledet, U.S. Coast Guard.  
2 The license that you currently hold, what is your license that  
3 your currently hold?

4 A. One hundred tons near coastal, masters license.

5 Q. And is that your original license, or have you had any  
6 upgrades or endorsements to that license?

7 A. I have had upgrades and endorsements added. My original was  
8 50 tons, and I upgraded to 100, and then I also have an AB  
9 credential, an SCCW.

10 Q. Okay. And your 50 ton license, you get that in 2013?

11 A. I believe it was 2008, 2008.

12 Q. '08?

13 A. Uh-huh.

14 Q. Okay. And do you hold a current radar endorsement?

15 A. I just completed the radar course. I haven't sent that  
16 paperwork in yet.

17 Q. Okay. Where did you take that course at?

18 A. Maritime Institute.

19 Q. And when did you take that, when did you complete that  
20 course?

21 A. Just last month, I think. I have it here if you'd like to  
22 see it.

23 MS. BELL: Sure, I'll take a look at it.

24 MS. PEET: Okay. This is temporary with Coast Guard. And  
25 I'm still completing this for you.

1 LT [REDACTED]: Okay. This being the witness statement.

2 MS. PEET: Yeah. I have a, I also have assistance towing  
3 endorsement.

4 MR. LEDET: Have a, I'm sorry, a what?

5 MS. PEET: Assistance towing?

6 MR. LEDET: Assisted towing?

7 MS. PEET: Yeah, endorsement, as well.

8 MR. LEDET: This?

9 MS. BELL: And she generate towing at 2016.

10 MR. LEDET: Okay.

11 BY MR. LEDET:

12 Q. Captain, are you aware of any conditions or any types of  
13 waivers, medical waivers or anything attached to your license, or  
14 ever being attached to your license?

15 A. Medical waivers?

16 Q. Any time of condition or medical waiver, or any type of  
17 waiver?

18 A. Not that I know of attached to my license.

19 Q. No attachments.

20 A. You mean as far as my medical condition of my own?

21 Q. Yes.

22 A. No. Not that I know of.

23 Q. Prior to this incident on March 31st, have you ever been  
24 involved in any other type of incidents while operating under your  
25 license?

1 A. As far as collisions?

2 Q. Any other --

3 A. Any other marine incident where --

4 Q. -- collision. Yes, any type of marine casualty incident,  
5 collisions, Allison, groundings, sinkings?

6 A. No other marine casualty incidents. You know, we've had a  
7 couple non-casualty incidents where one lady fell down the stairs  
8 and she was, I mean I've written some 2692s. Is that what you're  
9 referring to?

10 Q. I meant regarding your license.

11 A. Yeah, under my license --

12 Q. Regarding your license. Anything that's involved your  
13 license is operations.

14 A. Not that I, not that I'm -- no.

15 Q. No? No letters of warning, nothing like that?

16 A. No. Not that I know of.

17 Q. No types of enforcement actions or --

18 A. Yeah, yeah. Yeah, nothing, yeah, none of that. But we've,  
19 but we've had passengers fall down the stairs before, and then,  
20 you know, taken away in an ambulance. So if you're referring to  
21 that --

22 Q. If you didn't push them, you didn't get written up.

23 A. I didn't push them, no. It wasn't me.

24 Q. All right. And I have just one question to ask you about  
25 operating, because the Lieutenant has pretty much covered

1 everything, but, what I wanted to ask you was, have you ever had  
2 to use a directional reverse procedure?

3 A. A directional reverse procedure?

4 Q. Yes, are you familiar with that term?

5 A. No. Could you explain it?

6 Q. It's basically a procedure that's used when you get in a  
7 critical situation, how to handle the throttles and that sort of  
8 thing. And I'm sure we'll cover that with you tonight.

9 A. Okay.

10 Q. Okay.

11 MR. LEDET: Okay, that's all I have.

12 BY MS. BELL:

13 Q. This is Carrie Bell, NTSB. I just have a few questions. I  
14 noted a couple of follow ups that I, that I should have asked when  
15 was asking about the fatigue. Just, real quickly, do you take any  
16 kind of medications?

17 A. No.

18 Q. Do you wear glasses, or contacts?

19 A. No.

20 Q. Okay, thank you. So, a couple of the questions I have, let  
21 me see, you mentioned earlier that when we were talking about the  
22 control system, the electro-mechanical systems, you mentioned the  
23 MicroCommander system. Is that something that you ever worked  
24 with?

25 A. I thought that we had them on this boat in the past, but I

1 think that it was replaced by the Disc system. So --

2 Q. Oh, you used them on other systems now?

3 A. Uh-huh.

4 Q. But on this one, I believe that was replaced around the time  
5 you were hired. Is that correct?

6 A. Uh-huh.

7 Q. Okay. Just wanted to clarify that. Another thing that you  
8 mentioned regarding the engine checks, the, when the crew members  
9 do their rounds.

10 A. Do the rounds.

11 Q. You mentioned that they do a vessel check every 15 to 30  
12 minutes.

13 A. Um-hum.

14 Q. So within that timeframe there's an engine round?

15 A. Um-hum.

16 Q. In an interview with did with Ms. Fleming the other day, she  
17 stated that the engine checks were done hourly.

18 A. Well, I, what I said earlier was our intention is, we try to  
19 do every 15 to 30 minutes, but like I said, she has to attend  
20 different things also, so, you know, she might say hourly, but  
21 normally though, we have a list and we try and do them every half  
22 hour.

23 Q. Do you add additional crew members when you have more people,  
24 more passengers on board?

25 A. Yes, we do. We have, you know, if we have more than, we, on

1 our, basically on our manifest there, if we have, we can carry up  
2 to 300, and then if we have more than that, we need to add another  
3 crew member. If we more than 400, we need to another crew member.

4 Q. And how do they divide their duties? So would that be for  
5 the person who is checking, doing the vessel checks?

6 A. Um-hum.

7 Q. Is that the person, you would add another crew member that  
8 would help assist in that process?

9 A. Yeah, yeah, exactly. Maybe they would do vessel checks, they  
10 would do, because, you know, to manage that large of a crowd, you  
11 need a lot of man power, people checking, you know, the restrooms,  
12 if -- someone's got handle vessels checks, and then someone's got  
13 to, like, the snack bars will be a lot busier, bathrooms are going  
14 to need more attention, you know, so they'll be doing, you know, a  
15 little bit. But typically, Jean will still be handling all of the  
16 -- the first officer will be handling the engine room checks and  
17 that kind of stuff.

18 Q. Okay.

19 A. And then, the extra people will be handling more like  
20 bathroom, crowd controls, that sort of stuff.

21 Q. And how often do you have more than 300 passengers?

22 A. Not often. No, we sell out, and we don't -- we don't usually  
23 do that.

24 Q. And that's, when you say not often, about --

25 A. I don't think I've ever --

1 Q. -- once a month, or once a year?

2 A. I've never I don't think had more than that, you know, we've  
3 never added, as far as I've worked here, I'm pretty sure I've not  
4 needed an extra crew member. We don't, we typically don't sell  
5 past, I think it's 200 because it's too crowded, you know. This  
6 vessel can hold up to 500, but it's way too crowded and it's no  
7 fun for anyone. There's just not, you know, there's no room  
8 people. It's just, so we usually stop at 200, I think.

9 Q. And going back to the control stations, you were mentioning  
10 all the checks that you do when you go to the wing stations. And  
11 you mentioned the different indicator lights. Could you go  
12 through what those indicator lights are on that station?

13 A. Um-hum. Yeah, so on your throttle controls, when you press  
14 the activation button, there's one little yellow light that comes  
15 on, and that means that, that station's active.

16 Q. Where is that light located?

17 A. It's right above the button, in between the throttle  
18 controls.

19 Q. I just would like to better understand what the lights mean.

20 A. Yeah.

21 Q. Like where the lights are located and what each of them  
22 means.

23 A. Yeah, understandable. Yeah. We can go up there if you want,  
24 or if you have pictures, that's -- okay, yeah. So you activate  
25 the station and, it's hard to see on this picture where that

1 yellow light. I think it's right here, but on this picture it's  
2 kind of hard to see. But it is a yellow light that usually comes  
3 on -- oh, you know what, it's actually right above E10.

4 Q. Okay. And those are yellow lights that come on and indicate  
5 what?

6 A. That, that's active, activated station.

7 Q. Okay. And then are there other indicator lights on this?

8 A. On this?

9 Q. Um-hum.

10 A. No.

11 Q. So I was under the impression that there was a blinking,  
12 there were blinking lights, or lights that indicate that there is  
13 an error of some sort, if the lights are blinking?

14 A. Yeah, they would blink if there is an error, I think  
15 sometimes, you know.

16 Q. And what would you do if those lights were blinking?

17 A. Probably put it back in neutral because when you're in gear,  
18 these lights are off. If you put it in forward or reverse the  
19 light goes off. So if it starts to blink, you probably put it  
20 back in neutral and see if it returns to just stable, yellow.

21 Q. And what if, what would you do if it didn't do that?

22 A. If it's in the, I'd probably call Jean, ask for her to go,  
23 you know, look in the engine room, see what's going on. I'd be  
24 obviously observing for abnormal controls, you know, abnormal,  
25 anything out of the ordinary, like, you know, loss of engine, or



1 just, you know, the ship handling differently than it's supposed  
2 to.

3 Q. Um-hum. Okay. Is there any kind of requirement for someone  
4 to be on the bridge when you're at one of the wing stations?

5 A. Yeah, normally, when I'm at the wing station, Jean's on the  
6 port side as we're on the in the fairway, but then, she has to go  
7 down to the cargo door at docking time.

8 Q. So she is required to be on the bridge for a certain amount  
9 of time, or until a certain point?

10 A. Yeah, I think that she is, yeah. I think, I think it's a,  
11 I'm not sure if it's required, but I think that's kind of a  
12 procedure sort of to have her up on the port side.

13 Q. That's kind of what I meant.

14 A. Yeah.

15 Q. If it was a procedure that you have in place within in the  
16 Company to have someone on the bridge, manning the bridge when you  
17 are not up there?

18 A. Well, no, because at some point she's down, you know,  
19 obviously, she's out, you from 6 to 7, you know, she'll be up  
20 there pretty much, but I think up to here for as long as she can  
21 be, and then she makes her descent down to the cargo door.

22 Q. So when you're on the bridge wing, do you always know where  
23 she is in case you have some kind of an issue --

24 A. Always.

25 Q. -- that you might need her there?

1 A. Yeah, always, because we have radio communications, handheld  
2 radios.

3 Q. Okay. And I know there are other displays on that bridge  
4 wing, and at some point I would like to understand a little bit  
5 better about what those indicators mean on the different displays.  
6 I don't know that, that's relevant to this specifically.

7 MR. ROTH-ROFFY: Well, perhaps after the interview we can go  
8 up there --

9 MS. BELL: Yeah.

10 MR. ROTH-ROFFY: -- and look at them.

11 BY MS. BELL:

12 Q. And you can maybe walk us through that?

13 A. Yeah, I mean it's everything that I've mentioned earlier, all  
14 the things that I checked, those are --

15 Q. Yeah.

16 A. There's the engine controls, and there's the bow thruster,  
17 steering, and then the little RPM board. So if you, at any point  
18 in time, I'm ready to take you up there.

19 Q. Okay, thank you.

20 A. Sure.

21 Q. So when we were talking earlier you mentioned that, you were  
22 talking about all the checks that you do as you're approaching the  
23 fairway, and you said that, you are pretty sure that you checked  
24 it, but there might be a chance that you didn't do that check on  
25 that day? Is that, is there a possibility that you might not have

1 done the check on everything?

2 A. I mean, I'm pretty sure I did the check. I mean there could  
3 be a possibility, you know, but like I said, it's like, it's such  
4 an automatic thing, that, you know, I'm, I, you know, I do this  
5 every day, so I'm fairly sure that I did that check, you know.

6 Q. And so, when there are passengers in that area, when you were  
7 there, you said that sometimes it's a distraction, sometimes it's  
8 not. Is that something that you've ever voiced a concern about,  
9 about there being passengers in that area when you're trying to  
10 concentrate?

11 A. Well, like I said earlier, if they are distracting me, I will  
12 kindly tell them, you know, that they need to move however many  
13 feet back, or talk over there, or do anything like that. So, I  
14 try and create, I try and make sure that my work environment in  
15 the immediate little area around me is up to standards for what I  
16 need to do.

17 Q. Is that something that you would prefer? I mean, do you have  
18 a preference for whether they would be there or not be there?

19 A. You know, I think, you know, yeah, it would be nice if they  
20 were not there, you know. Yeah, I mean in, I've worked on other  
21 boats where that area is roped off, you know. So I mean, yeah, of  
22 course it'd be nice to have them all clear. And, you know, and  
23 sometimes I'll make an announce, too, to clear that side, and you  
24 know, and, or sometimes I'll just walk out there and tell them  
25 that they need to clear that area.

1 Q. Do you ever have problems with people not clearing that area  
2 for you?

3 A. Only when they don't speak English sometimes, and then I have  
4 to get, you know, I have to like show them, you know, if. You  
5 know, most of the time like I said, they're pretty accommodating.

6 Q. Have you ever had any real problems with people not giving  
7 you the space that you need?

8 A. Not as of yet. Not real problems. Like I said, I handle  
9 them, like if I have to, I'll, you know, do what I need to do to  
10 get them, you know, in a kind manner. Do you know what I mean?  
11 Like, but I haven't had, I haven't had an issue with that yet, you  
12 know, but just to have, it's, you know, but with clients speaking  
13 to them, sometimes we got to, but that's why I try and make that  
14 transition so earlier, to give myself time to get the area  
15 cleared, doing checks and being ready into the fairway. You know,  
16 that's my, that's always my goal, is to be outside on the wing  
17 station, you know. And like sometimes, I don't mind people. I  
18 get, like I can talk to them, you know, and they, you know, kids  
19 are so inquisitive and stuff. I mean I don't mind talking to  
20 them, you know, while I'm making maneuvers and stuff. But when I,  
21 when I need my focus, I'll kindly tell them to, you know, okay,  
22 and you know, stand over there. But I don't think it's a real  
23 problem, you know. I don't feel like it's a real problem, but of  
24 course, yeah, it would nice if that was a clear area all the time,  
25 you know.

1 Q. Is that similar on all of the Hornblower vessels that you are  
2 a captain on?

3 A. It is similar to the *Admiral*. The *High Spirits*, no one's up  
4 there, so, you have the wheelhouse all to yourself, and your  
5 little, little -- there's no wing station on the *High Spirits*, but  
6 you can step out when you need to look, and then, you can step  
7 back in and do a maneuver.

8 Q. So is it something that you've ever had a conversation about  
9 with management, about that being an issue?

10 A. No, not yet, no, because it hasn't, like I said, I haven't  
11 had an actual, you know, incident where I wasn't able to handle  
12 it. So, it's not something that I brought to management.

13 Q. Okay. And you mentioned that when the passenger was in that  
14 area, you radio Jean. I don't know if that was just for something  
15 else or if it was related to that.

16 A. At that, it was kind of simultaneously as I was walking out  
17 of the wheelhouse, transitioning from wheelhouse to the wing  
18 station. I was radioing Jean and I was telling her that I have  
19 the whale checks, so that, you know, because we have to hand them  
20 out as the people get off. Those are the, you know, return  
21 tickets so you can come back and try and see a whale again.

22 Q. And you mentioned, just a minute ago that there had been an  
23 incident, there's been an incident, or, I don't know how many  
24 where a passenger's fallen down the stairs, and been injured. Is  
25 that on any, on this vessel? Has that happened on this vessel?

1 A. I don't think I've had that happen on this vessel. But in my  
2 safety speech every, before every departure, I thoroughly go over  
3 the stairs, because the stairs on these vessels and on the *Admiral*  
4 are very steep. So I go over that part of it pretty thoroughly.  
5 I tell people, you know, take off your sunglasses when you go from  
6 outside to inside, because it, you know, it's hard to see the  
7 steps. And then, too, always use the handrails, you know. Don't  
8 be carrying your drinks and stuff, you know. If you need to, you  
9 know, have someone carry your purse or whatever, but, and go slow,  
10 and always look where you're stepping. Because the stairs on the  
11 boat, and I, you know, I hate to say it but it's just, it's not  
12 uncommon. You know? And so, and I hate seeing people get hurt.  
13 So that's a big part of my safety speech is the stairs on this  
14 boat and on the other one, on the *Admiral*, on all of them, because  
15 they all have stairs and they're all very steep.

16 Q. Has there ever been any consideration for closing off the  
17 stairwell as you're coming into dock to keep passengers off of the  
18 stairs during that time?

19 A. I haven't considered that, but that could be, that could be  
20 an idea, but I, but typically I haven't, it's actually not when  
21 we're coming into dock that people fall down the stairs. The only  
22 one time that I had someone, a lady that was injured and taken to  
23 the hospital is when we were already moored and she was walking  
24 down the stairs, and you know, didn't see the last step. Had her  
25 sunglasses on, carrying a purse and, you know, fell, so I'm not

1 sure. I don't think, you know, I think it's whether you're moored  
2 or underway, doesn't really make a difference. It's just people  
3 not paying attention, you know. People just not really  
4 understanding the difference between these stairs and the ones  
5 that they're used to at home and other places. You know, so.

6 Q. But in these ones, the vessel is actually moving.

7 A. Um-hum.

8 Q. So if there was a sudden movement.

9 A. Yeah.

10 Q. You know, and they're on the stairs, and not expecting  
11 something to happen, you know, or a movement that was unexpected.

12 A. Yeah, that's a good consideration.

13 Q. That's the differences, but --

14 A. Yeah. Yeah, that should probably, definitely be aware of  
15 that.

16 Q. I was just curious if that was something that had been  
17 discussed?

18 A. Yeah, it hasn't been discussed yet, but that's something I  
19 think I'll start. Yeah, I think it's a great idea.

20 MS. BELL: That's all the questions I have. Thank you.

21 MR. ROTH-ROFFY: Just a few.

22 MS. PEET: Okay.

23 MR. ROTH-ROFFY: And I presume we have other topic areas to  
24 delve into?

25 LT [REDACTED]: Yes, this is just with regards to training

1 procedures.

2 UNIDENTIFIED SPEAKER: Okay. I'm sorry to bother you. Does  
3 anybody know what time the cars that you guys came with, the cars  
4 that had given us aboard?

5 LT [REDACTED]: We can take a quick break. Current time -- do  
6 you have any concerns?

7 MR. LEDET: Nope, take a break.

8 LT [REDACTED]: Okay, time is 1801 and we're breaking.

9 Continuation of the interview with the -- with the captain from  
10 the *Adventure Hornblower* from the events of March 31, 2016. Time  
11 currently is 1810 on Sunday, April 3rd. Present here are  
12 Lieutenant [REDACTED] U.S. Coast Guard.

13 MR. LEDET: Les Ledet, U.S. Coast Guard.

14 MS. BELL: Carrie Bell, NTSB.

15 MR. ROTH-ROFFY: Tom Roth-Roffy, NTSB.

16 MR. LOEBL: Gordon Loeb, Hornblower Cruises and Events.

17 MS. PEET: Julie K. Peet, Captain at Hornblower.

18 BY [REDACTED]

19 Q. So Captain Peet, where we left off, we had discussed the  
20 events all the way up to the allision on the *Adventure Hornblower*  
21 with the seawall.

22 A. Yes.

23 Q. I'd like to talk about the events after that, that allision,  
24 if we could.

25 MR. ROTH-ROFFY: I'm sorry, could I ask about the --



1 LT [REDACTED]: Oh my apologies, I thought you were all done.

2 MR. ROTH-ROFFY: No, no. I didn't get a chance. I just  
3 wanted to make sure that --

4 LT [REDACTED]: I apologize. Please go ahead.

5 MR. ROTH-ROFFY: There was one -- not my last opportunity.

6 BY MR. ROTH-ROFFY:

7 Q. Tom Roth-Roffy, NTSB. Just a couple of follow ups. You  
8 mentioned the cruise, the weekly drills that you have on board,  
9 did the non-marine crew members participate in the cruise, in the  
10 drills?

11 A. The non-marine members?

12 Q. For example like, I believe you have two other crew members  
13 besides yourself and the first mate?

14 A. The snack bar people?

15 Q. Correct.

16 A. Yes, they do.

17 Q. Do they have assigned duties?

18 A. Yes, they do. It's in the station bill.

19 Q. What about the photographer?

20 A. The photographer that rides along is, will participate in  
21 drills if he's on board. They don't always ride along though.  
22 That's something they do for when we have maybe like a lot of  
23 passengers, they'll bring the photographer so he can print the  
24 pictures and sell them onboard. So but typically, they're not on  
25 board with us.

1 Q. Okay. Does the vessel have an AIS installed?

2 A. Yes, it does.

3 Q. And please tell me how, whether or not that's in operation  
4 and what procedures there, are in place for operating it?

5 A. It is operational, as far as I know. And normally that's one  
6 of the things that the engineers -- everything's on and ready to  
7 go when I board the boat at 8:00 in the morning. So normally it's  
8 on.

9 Q. Do you recall on the morning of the 31st, whether or not the  
10 AIS was turned on?

11 A. You know, I don't recall if it was one. It normally is on.

12 Q. Is it one of the things you check before you get underway?

13 A. Normally, I do check yes.

14 Q. Is it some kind of a checklist? Do you, like, first of all,  
15 do you have a checklist of things that you check before --

16 A. I don't have an actual list that I go through, but I have  
17 like a mental checklist.

18 Q. Okay. And do you recall checking that AIS before you left?

19 A. I do not recall checking it that morning.

20 Q. Does the vessel have an electronic chart system?

21 A. Yes.

22 Q. And is that normally used underway?

23 A. Yes.

24 Q. Do you know if that's set to record the track history for the  
25 voyage?

1 A. Yeah, you can. You can record and track history with it. We  
2 don't, I don't think it always is recording. I'm not sure.

3 Q. Do you know if it was recording on the morning of the  
4 accident? Was it set, configured --

5 A. Our track line that day?

6 Q. Do you know if the electronic chart system was configured to  
7 record on the 31st?

8 A. It was up and running, yes.

9 Q. But was it configured to record the track history?

10 A. I do not think that it was recording the track history.

11 Q. Tell me what you know about the security or surveillance  
12 camera system.

13 A. We have one in the wheelhouse that, in the back that faces  
14 the helm. And then I believe there's another one that faces the  
15 throttle controls, you know, the bridge controls in the  
16 wheelhouse. And then we have two more that face each wing  
17 station. And then we have several more cameras all around the  
18 boat, and then there's, I think one in on each engine, also. Like  
19 maybe four in the engine room, I think.

20 Q. And what sort of checks or operation do you do on that camera  
21 system?

22 A. I've, I don't, I don't check those. I, that's a more of an  
23 engineering requirement. I pretty sure that Javier and those  
24 guys, the maintenance, they check them.

25 Q. Have you ever had occasion to review the video from the

1 recorded, from the recordings?

2 A. Yes. Yeah, once before, had a sailboat or something call the  
3 Coast Guard and said that we got too close. And they actually  
4 used footage to disprove them. So, they used footage from one of  
5 our cameras.

6 Q. And about how long ago was there, if you recall?

7 A. Oh, I think it was last, I know it was last year, and maybe  
8 like last summer or, I can't really, no, I don't recall exactly  
9 when it was. Sorry.

10 Q. And do you recall who was the person from the company that  
11 recovered or retrieved that recorded video?

12 A. Who retrieved the video for that?

13 Q. Yeah, correct. It was later reviewed. Was it Javier  
14 himself?

15 A. I believe it was Javier. I think so.

16 Q. Okay. I believe it was asked in a roundabout way, a couple  
17 of questions about the medical issues. I believe you stated you  
18 did not take any medications?

19 A. Um-hum.

20 Q. Now does that include non-prescription medications? Do you  
21 take any non-prescription medications?

22 A. You mean like Ibuprofen?

23 Q. Anything that you don't need a prescription for?

24 A. Yeah, occasionally I'll take Ibuprofen.

25 Q. Okay. But you do not take, you don't not have a prescription

1 for drugs? Is that correct?

2 A. No. Not that I, no.

3 Q. Do you have any medical issues?

4 A. No. Not that I know of. I mean --

5 Q. Medical conditions of any kind?

6 A. No.

7 Q. Okay. All right, I'd like to revisit the sequence here  
8 again.

9 A. Um-hum.

10 Q. First, I'd like to ask the speeds at these various points  
11 that are indicated here and there. And I know we've already  
12 discussed these speeds, 6 knots at number 1, or number 5.

13 A. Yeah, that's an estimate. Yeah.

14 Q. Yeah, approximately.

15 A. Yeah.

16 Q. And then you come across the channel and into here at about  
17 what speed?

18 A. Anything for 2 to 4 knots probably.

19 Q. And then when you, when you reach towards the end of the pier  
20 and entrance to the fairway?

21 A. That's, yeah, I'm trying to be at all, you know, all neutral  
22 and basically kind of slide to a stop, is what the goal.

23 Q. Okay. And then how about, and then referring perhaps to  
24 there as you proceed into the, into the fairway or the slip,  
25 which, what is your approximate speed, or what was it on the 31st?

1 A. I'm thinking like around 2 knots, you know, maybe, but then  
2 again, like I said, I don't know because I don't have a  
3 speedometer out there, you know.

4 Q. Okay. And I believe you mentioned you were bumping ahead,  
5 and the port and the starboard --

6 A. In and out of gear, yeah, to keep, you know, momentum towards  
7 the dock.

8 Q. I just needed, if you were --

9 A. Yeah.

10 Q. -- going in one direction, you would perhaps bump the  
11 starboard to --

12 A. Exactly, yeah.

13 Q. -- alter your --

14 A. To correct.

15 Q. -- heading.

16 A. Uh-huh.

17 Q. Okay.

18 A. And I wish, yeah, I wish anyone had video of that because you  
19 know, it's a nice slow approach, you know. I didn't gain speed  
20 until I went into reverse, and it, that's when, you know, so.

21 Q. Okay, so, but what was your speed at that point when you went  
22 into stern? You said, it accelerated ahead to --

23 A. Yeah, when I, right about at like 10, you said, you want to  
24 know the speed at 10, when I --

25 Q. Right.

1 A. -- put the port, or actually at 7.

2 Q. Correct, at 7 --

3 A. When I --

4 Q. -- when you first accelerated.

5 A. When I first put the forward into reverse, and, you know, I'm  
6 expecting the boat to pretty much stop almost and the stern would  
7 go over, and it wasn't, you know, kind of, so I gave, it was like,  
8 port reverse in gear with a little bit of, a little bit of juice,  
9 and that's when it jumped forward. I would say my speed was  
10 probably accelerating to maybe -- I mean it's hard to say because,  
11 I don't, I don't know. I wish I had a number that I could look  
12 at, but maybe 2 to 4 knots. Like going from 2 up to 4 knots of  
13 speed, maybe.

14 Q. Okay. And then beyond that, you said you went back to  
15 neutral, right?

16 A. Um-hum.

17 Q. So did the speed then decrease?

18 A. No.

19 Q. Even when you went to put port into neutral?

20 A. Yeah, it didn't decrease.

21 Q. Did it accelerate? I mean, did it get faster?

22 A. It seemed like it was keeping, it seemed like it was keeping  
23 the same speed.

24 Q. Okay. Now is that normal, when you go to neutral from say, 4  
25 knots, would it keep the same speed?

1 A. Well, if you made a jump forward.

2 Q. Right.

3 A. You know, and if you've accelerated, and then you go to  
4 neutral, you're going to keep that speed for a little bit of  
5 distance.

6 Q. Okay, so it was normal then?

7 A. Yeah.

8 Q. Okay, after you went to neutral?

9 A. Well, I mean nothing was really normal at that point.

10 Q. Right.

11 A. But I mean it, you know, I didn't --

12 Q. It didn't continue to accelerate, it just --

13 A. I don't think we were accelerating.

14 Q. After you went to neutral?

15 A. Yeah, when I went to neutral, I don't think we were  
16 accelerating, but we had already gotten some forward momentum, so  
17 we were going faster than, you know, my first approach. So we  
18 were definitely like upper, like towards probably like I said,  
19 like, I would guess 3 or 4 knots, 4 knots, maybe.

20 Q. And you mentioned you put both throttles in neutral?

21 A. Well, the starboard was already in neutral when I put the  
22 port one in reverse. So after that didn't work, I put the port  
23 back in neutral, and then I put them both in reverse, and this is  
24 as far as I can recollect. Like, I'm pretty sure this is what  
25 happened, but it's, you know, kind of all went pretty fast. But I



1 believe it must, you know, I know for sure I put both of them in  
2 reverse after I put the port in reverse and it didn't work, you  
3 know. It went, and we go back towards the dock and hit it. I put  
4 them both in reverse trying to stop the boat, and that's when it  
5 jumped forward.

6 Q. Okay, and then about how fast did it accelerate to, or  
7 increase to?

8 A. Well, because I tried to stop, you know, with some throttle,  
9 then it probably increased to maybe 5 knots. You know, I mean,  
10 it's hard to tell how fast we were going, but, I mean I would  
11 guess maybe 5 to 6 knots.

12 Q. All right, was, with both of them going astern, was there a  
13 twisting motion on the vessel?

14 A. I don't know that we were twisting, but then again, I was  
15 thrusting with the bow thruster to starboard, so I think, you  
16 know, if there was a twisting motion, that might have counteracted  
17 it and kept us straight because I didn't want to, I didn't want to  
18 hit the boats on my port side. So --

19 Q. So, just, I'm not a ship handler. If you were going with  
20 both the astern at, but said port was still going ahead and the  
21 starboard was going astern, what kind of twist would that cause  
22 you?

23 A. When you twist, your bow would go to, you twist to the  
24 starboard.

25 Q. Okay, and which --

1 A. Your stern would go to port, your bow would go to starboard.

2 Q. And which direction were you thrusting?

3 A. I was thrusting to starboard.

4 Q. And was the bow moving to starboard?

5 A. Slowly, yeah. I mean, like it, like it was about a 200 foot  
6 distance that I had to maneuver, so it, you know, that didn't, the  
7 bow thrusting made very little difference in that short distance.

8 Q. Okay.

9 A. So there, I mean the twisting and all that, like, from here  
10 to there is 200 feet. It just, you know, it, there wasn't a lot  
11 of maneuvering.

12 Q. And how far astern did you pull both throttles at that point?

13 A. I think pulled them all the way back trying to stop the  
14 vessel.

15 Q. So if the port engine had gone to full ahead and the  
16 starboard had gone to full astern, would you notice the twist, if  
17 that was the instance?

18 A. Yeah. Yeah. If that was what happened, then there would be  
19 a significant twist, you know. Well, I mean, it depends also, I  
20 mean the rudder was, I think I had it a little bit to starboard.  
21 So the more it is to starboard, the more twist there's going to  
22 be. But the forward propulsion I think is a lot, is a lot  
23 stronger than the astern propulsion. So it's not going to twist,  
24 unless you have a lot of rudder, too. It's not going to twist, I  
25 don't think a whole lot, like, you know.

1 Q. Right, so --

2 A. Right, like you're saying, I don't think it's going to --

3 Q. Right, so --

4 A. I mean even with, even with full throttle, it's, you know,  
5 the astern propulsion won't be enough really to kind of overpower  
6 the forward propulsion, and then the bow thruster also.

7 Q. All right, so we really didn't talk about the positions of  
8 the rudder, and could you please describe at the various places  
9 where you were also using your rudder to control the heading?

10 A. Very little rudder, you know, very little rudder all around,  
11 on the way in, and all the way to the dock, pretty much, I have it  
12 pretty much straight. I think, I think and this is really hard to  
13 recollect, because most of my, you know, my positioning was on  
14 throttle controls and bow thruster from pretty much 10 to 12. So,  
15 I wasn't doing much rudder. I think I might have adjusted  
16 steering back here right at the beginning of like 11. When the  
17 ship was kind of going towards these, I might have adjusted just  
18 maybe, I think like maybe 10, 10 to the right. And then pretty  
19 much while I tried to stop and then bow thrust. So, but I don't  
20 think if it might have been only had been 5 to the right, if any.  
21 I don't really recall though.

22 Q. Five degrees to the right?

23 A. Yeah. I might have done a little bit of, yeah, but --

24 Q. Now, if, when you move --

25 A. I don't recall exactly how much.

1 Q. When you move the rudder control, is it spring centered?  
2 When you release it, does it bring the bow, I mean the rudder back  
3 to zero, or do you have to --

4 A. You have to move it back to zero.

5 Q. You have to move it back?

6 A. Yeah.

7 Q. Okay.

8 A. Yeah, so, I'm not sure. I really don't recall if I moved it,  
9 you know, too much or not, or moved it back. I actually don't. I  
10 think I, I think I was more thinking of the throttle controls and  
11 trying to stop.

12 Q. And how about the thruster, how hard did you thrust to  
13 starboard?

14 A. I think all the way. I think I was full thrusting, the whole  
15 time.

16 Q. So given what you saw of the vessel response, what did you  
17 think that was happening with your propulsion in terms of  
18 direction? How did it feel? Like they were both going ahead or  
19 one was going ahead, the other astern?

20 A. I thought it felt like, at first only one was going ahead,  
21 and then it felt like both were going ahead, the second time I  
22 tried to stop.

23 Q. Right.

24 A. But it was really, you know, it was hard to tell.

25 Q. Okay. All right, so, as you're approaching the fairway,

1 you're going down to the starboard side, and going through, taking  
2 control of them.

3 A. The wing station.

4 Q. The wing station, the propulsion and the steering. Now  
5 steering, you don't have to push any buttons. Is that correct?

6 To --

7 A. No.

8 Q. But you have to push a button for the propulsion, right?

9 A. Um-hum.

10 Q. And do you have to push a button for the bow thruster?

11 A. Um-hum.

12 Q. Okay. And you say, you test it to verify that you have  
13 control?

14 A. Um-hum.

15 Q. Please describe in the greatest detail you can, how you test  
16 the propulsion that you verify you have control?

17 A. When I walk out to the wing station -- for propulsion?

18 Q. Let's do propulsion first.

19 A. Engine controls?

20 Q. Yeah, correct.

21 A. I press the activation button, the two yellow lights come on.  
22 I might have said, one light before, but it is two yellow lights  
23 on each side. And, then you do a, you know, a quick forward and  
24 reverse, forward, and reverse on each side.

25 Q. From the neutral position you go forward?

1 A. Uh-huh.

2 Q. How long do you keep it forward?

3 A. Just enough to feel it.

4 Q. About how many seconds, if you would estimate?

5 A. Maybe two or three.

6 Q. Okay, and do you watch the engine speed when you do that, or  
7 is it just by feel?

8 A. Sometimes I do, you know. Sometimes I'm looking at other  
9 things, you know, like if there's like paddle boarders around me  
10 and stuff. I mean, I try to, you know.

11 Q. So the feel is that you hear, you feel vibration of the  
12 engine or the propeller?

13 A. Um-hum. Yeah, when you put it in reverse, you'll feel it.

14 Q. Okay, so I was going to get to the reverse test. So the  
15 reverse test is done the same way. Is that correct?

16 A. Um-hum.

17 Q. You pull it astern. About how far do you pull it back?

18 A. Just in gear. Just to the --

19 Q. Clutching?

20 A. Yeah.

21 Q. And you were able to sense -- how is the forward feeling  
22 different than the aft feeling?

23 A. Well, when you put it in reverse, it shakes a little. You  
24 know, it gives a little bit of shake. Forward doesn't, you know,  
25 it doesn't really shake.

1 Q. And so about how many seconds of shaking do you sense when  
2 you go astern?

3 A. It's just about the same. It's, or also, you know, I'll look  
4 for, you know, if you put it, if you put it astern, your boat's  
5 going to slow. So any of those kind of factors. Or you look for,  
6 at the engine, the controls for the RPM, you know. But, it's a  
7 couple seconds.

8 Q. Okay, so before that test of the astern propulsion, when was  
9 the last time the astern propulsion was used on either engine  
10 during that voyage?

11 A. I'm trying to think of where -- I use it sometimes when we're  
12 out whale watching to position the vessel, you know, next to the  
13 whales, or do different maneuvers and stuff. I can't recall when  
14 the last time, I mean I know for sure it was used here at Grape  
15 Street Pier, as I departed.

16 Q. Okay. So you might have used it out there positioning the  
17 vessel for whale watching, but did you see any whales?

18 A. No.

19 Q. So is it possible that you didn't --

20 A. We had dolphins, though.

21 Q. Would you position the vessel using the astern propulsion to  
22 see the dolphins?

23 A. Sometimes, yeah, sometimes you'll cross them to do a spin,  
24 you know. But so I might not have used it out there on that day,  
25 because we didn't see any whales. But we did have dolphins. And

1 I'm trying to think if, sometimes I use it if we get, like, we're  
2 on our way in and we stop by a channel marker, sometimes just to  
3 slow the boat down. You know, I'll come up to a drift and put it  
4 in reverse, so that everyone can get a shot of the sea line on a  
5 channel marker. So I can't recall though if I did that, that day.

6 Q. And about how far of, where is that point?

7 A. Well, there's channel markers all the way in through the bay.  
8 But normally the ones that we stop for are at the entrance to bay,  
9 over at Ballast Point. And also, sometimes we'll drive by the bay  
10 receivers, and I'll use astern propulsion there to slow and stop  
11 in front of the bay receivers. So that's where a lot of sea lions  
12 are. We do that on the way in from our trips normally. And, I  
13 think we did go by the bay receivers on the 31st.

14 Q. And where are the bay receivers.

15 A. They're just inside of --

16 Q. Maybe you could indicate on the chart here.

17 A. they're just inside of Ballast Point. See these two dashed  
18 lines, those are the bay receivers.

19 Q. All right.

20 MR. ROTH-ROFFY: I don't know how you want to capture that of  
21 if you even care about it.

22 LT [REDACTED]: Since we're discussing -- this is Lieutenant.  
23 [REDACTED]. Since we're discussing it and it's being recorder, you  
24 can by all means go ahead and circle or --

25 MS. PEET: Okay.



1 LT [REDACTED]: -- you know, indicate.

2 BY MR. ROTH-ROFFY:

3 A. And they're labeled on the map, too. They are just, so.

4 Q. Maybe in your own handwriting, just put down and call it bay  
5 receiver.

6 A. Okay.

7 Q. And there's some interest there to the passengers. There's,  
8 you say, seals there or something?

9 A. Oh yeah, sea lions all over, and birds.

10 Q. All right, do you recall if you tested the astern propulsion  
11 or if you actually used the astern propulsion there?

12 A. I don't recall if I did but I think I probably did because,  
13 you know, we get, we cruise up to them and usually kind of, you  
14 know, in neutral, kind of drift up towards them, and then, you  
15 know, astern propulsion, like, sometimes, I put it, just clutch  
16 reverse just to sort of stop for a second so the people can get  
17 good looks and then we continue on.

18 Q. Okay, and then subsequent to there, is there any other area  
19 in the voyage inbound that you might have used the astern --

20 A. Normally not, no.

21 Q. Until you reach, what point on here?

22 A. Six.

23 Q. Six.

24 A. Um-hum. Well, you, yeah, it's six.

25 MR. ROTH-ROFFY: Okay. I think that's all I have for this

1 section. Thank you.

2 BY LT [REDACTED]:

3 Q. All right. Again, this is Lieutenant [REDACTED]. Okay,  
4 so we've gone through the time line up to the allision with  
5 seawall. What I'd like to do is talk about the events after that  
6 event. So, from the moment of impact, what was your initial  
7 reaction?

8 A. I think my initial reaction was, I radioed, I'm pretty sure I  
9 radioed my crew to assess the passengers. And check, you know,  
10 for injured, for injured people, the badly injured people. And  
11 then, I went down to the, I think I went back into the wheelhouse.  
12 And I think the Coast Guard called on the radio right then. And I  
13 answered them, and I told, and I told them that, yes, we did have  
14 a, you know, an incident. But then I went down to the hull to  
15 inspect the forward compartment to see if we were taking on water.  
16 And then I asked Jean to check the other compartments, also, to  
17 see for damage to see, to make sure that our vessel was intact and  
18 not, you know, not in, I want to make sure that we were stopped  
19 and try and get us kind of in a safe position, so that we didn't,  
20 you know, further move. But my first thing I think was, I went to  
21 the wheelhouse. I talked to the Coast Guard on the radio. I  
22 called my port captain. As, and then on. So kind of  
23 simultaneously on the radio, handheld, telling my crew to, you  
24 know, provide for a state of the passengers, and then Jean, to  
25 check the other compartments, and then, you know, for other damage

1 and stuff, and leaking fluids, you know. So I went down to the  
2 forward compartment. And I noted, I noted that there was a large,  
3 there was a hole in the front of the bow, but there was no water  
4 in the forward compartment. And so, from there I went back up.

5 Q. Now forward compartment, is that, is that a bilge space below  
6 the main deck?

7 A. Yeah, it's a bilge space below that liquor cabinet.

8 Q. And the liquor cabinet, where is that located?

9 A. That's where the hole is back so for --

10 Q. About how much time would you say from the allision to  
11 checking the forward bilge compartment?

12 A. It's hard to say. Like maybe a minute, maybe a couple  
13 minutes. I did, was on the radio with the Coast Guard for a  
14 little bit there, so I don't know. And I don't recall.

15 Q. Okay.

16 A. I think that also while, you know, from up top to down there,  
17 I was also asking Jean and, you know, on the radio, I think I was  
18 asking them to get the passengers aft, towards the back of the  
19 boat, and --

20 Q. And why did you want them to go aft?

21 A. Because there was damage up there and I wanted to get them  
22 together, and then, so we could assess them, and start figuring  
23 out which ones were priorities for medical transport. Because  
24 Jared called EMS right away. So they were already like, they were  
25 at the dock really fast. And, once the ship had, once we had our

1 allision, we sat for a second, and then our stern drifted over  
2 just enough to where I could get a line on the stern and pull it  
3 over. You know, we tried to pull it over as much as we could, but  
4 we were kind of stuck on the wall. So we got, you know, I was  
5 working on that, too. Like, looking over the side and kind of  
6 trying to, but I didn't, I didn't want to, I didn't want to  
7 maneuver at all because I didn't know what the engines were going  
8 to do. You know, so I didn't want to turn on, do any kind of  
9 maneuvering. And also, Coast Guard had instructed me not to. And  
10 so, but we did, we were able to get a line on the stern and pull  
11 it over. And then we, and the Coast Guard guy that was up with me  
12 in the wheelhouse was asking me to stay up there. And there was a  
13 Harbor Police gentleman up there also that was asking me  
14 questions. So I was getting interviewed by them. And then that  
15 was kind of also, as you know, seawall, Jared and Warren and Jean.  
16 Jean was radioing back to me about each compartment being intact  
17 and no, you know, no, nothing leaking, nothing, you know, out of,  
18 coming off our boat. And then, Jared and Warren were kind of  
19 keeping me abreast of the, you know, that situation. How, you  
20 know, who was getting picked up. And they were handling, handing  
21 ice out to passengers and trying to, you know, assess which ones  
22 were priorities for transport, and get the EMS people to those  
23 passengers.

24 Q. Do you know what the depth of the water is at that pier?

25 A. I believe it's 30 feet. It's 37, I guess.

1 Q. Okay.

2 MR. ROTH-ROFFY: What is it?

3 MS. PEET: Thirty-seven is what it says here.

4 MR. ROTH-ROFFY: Thirty-seven?

5 MS. PEET: Yeah.

6 MR. ROTH-ROFFY: And that is in the slip, right?

7 MS. PEET: Yes.

8 BY LT [REDACTED]:

9 Q. And what's the draft of the *Adventure Hornblower*?

10 A. I think it's 11 feet, you know, 6 1/2 to 11.

11 Q. All right. Do you know from the water line to the top deck,  
12 approximately what that height is?

13 A. No. Not off the top of my head.

14 Q. Okay. Did you have any concern for sinking at the pier?

15 A. Yeah, that's why I went to check that forward compartment  
16 first was --

17 Q. Did you consider having the passengers don their lifejackets  
18 at any point?

19 A. Well, after I checked that compartment and made sure that we  
20 were not taking on water, then I didn't, I didn't feel that was  
21 necessary. I knew there was also, and I had, had Jean check all  
22 the other compartments, and I knew that there was no fires,  
23 nothing else damaged onboard, so, I didn't feel that was  
24 necessary.

25 Q. And how long would you estimate it took for Jean to go

1 through the compartments?

2 A. That would be hard to say. Maybe 10, 15 -- 15 minutes maybe.

3 Q. Okay.

4 A. It could have been less. I'm just going to guess that,  
5 about.

6 Q. Okay. Did you feel comfortable with the stability of the  
7 ship after she had verbalized that she'd gone through all the  
8 compartments?

9 A. Yeah, I felt, I felt comfortable with the stability of the  
10 ship after I had checked the bow myself, and, you know, I knew  
11 that no other, I knew that the damage when we first struck the  
12 west dock, that was very minor. It was just, and it didn't even  
13 touch below the waterline, you know, so I knew that, that was  
14 fine. I was more worried about any kind of, you know, stuff going  
15 on in the engine room, like a fire or leaking fluids and stuff  
16 like that. But I'm very confident in her ability, you know. So  
17 she, when she did all those checks and reported back that  
18 everything was fine, I was comfortable with that.

19 Q. All right. So after you had talked to the Harbor Police and  
20 the Coast Guard up on the bridge, what were your actions after  
21 that?

22 A. Well, they were up there with me for a while asking me lots  
23 of questions. And I was also in communications with my port  
24 captain, Captain Anthony, and Captain Nick Maxwell. And also, and  
25 radio communications with my crew about how to get those

1 passengers, how to get EMS on, and how to get those passengers  
2 off. So this is -- it's hard, it's hard to break down into a  
3 timeline because this is kind of all happening simultaneously,  
4 almost, you know. Once we got that stern over enough to get a  
5 line on, EMS crew was able to come through the window. And so  
6 that's how they boarded, and started providing more than just  
7 first aid care, because my crew had already been providing first  
8 aid since pretty much immediately after the collision, the snack  
9 bar crew went straight into that. And so then, so then you're  
10 asking me -- can you repeat your question again?

11 Q. Well, just your actions after you had talked to Coast Guard  
12 and Harbor Police.

13 A. Yeah. Okay, yeah. So then I was in communications with  
14 Captain Anthony about how we were going to get vessel back to the  
15 dock so we could disembark the rest of our passengers, because --  
16 and I made an announcement to them. I said, look, I'm really  
17 sorry, we're going to have to wait until the Coast Guard comes and  
18 inspects, you know, the vessel to make sure its integrity is safe  
19 to maneuver it back to the dock. And then, you know, we'll, we  
20 will get you guys off as soon as possible. But I'm, but no one's  
21 allowed to leave through the window, you know, unless it's EMS.  
22 You know, and, so. So I made that announcement. And then I was  
23 on communications on channel 63 with the tug boats. They were  
24 underway coming to the pier. And then, waiting up top with that  
25 Coast Guard gentleman for clearance. And then also communicating

1 with the tug boats as they were putting lines on our vessel, and  
2 communicating via a handheld radio with my crew. At that point,  
3 there was one crew at the cargo door, one crew on the stern  
4 assisting the tug boats to get attached.

5 Q. Okay.

6 A. And there was a couple of times, yeah, when I did do rounds  
7 throughout the boat trying to help with passenger care. But most  
8 of the time I was needed up top in the wheelhouse for  
9 communications.

10 Q. Now the couple of rounds for passenger care, what did you,  
11 what did you see? Did you see any injured passengers?

12 A. Yeah, I, you know what I was looking for, was major injuries.  
13 I, you know, and pretty much the, I wasn't really able, I didn't  
14 have a lot of time to go down there. I had a lot of  
15 communications up top. But I did see the people that needed the  
16 care were already getting packaged up by EMS. And then, everyone  
17 else is pretty much, had ice packs, and had maybe scrapes and  
18 bruises, you know. So I didn't see any bleeding, heavy bleeding,  
19 anyone unconscious, anything life threatening. That was kind of,  
20 I wanted to do, you know, to make sure of that. So I did, I think  
21 I did a couple rounds just to make sure that there was no life  
22 threatening injuries on board.

23 Q. Okay.

24 A. But I'd also, you know, been in communication with my crew.  
25 If they would, alerted me as well to that kind of situation.



1 Q. Okay. So you're talking to Harbor Police and Coast Guard.  
2 You made a couple rounds for passengers. The vessel was being  
3 attached to the tug that was on scene?

4 A. Yeah.

5 Q. Okay. What else was going on at that time?

6 A. I mean at that time, you know, I'm just basically, I'm  
7 talking with a lot of people. Like, I'm, you know, getting phone  
8 calls from our management and stuff, and, talking on the radio  
9 with the tug boats, kind of planning out our maneuvering, you  
10 know, like, once we get Coast Guard clearance to move. Then, I  
11 mean that's pretty much all I was doing up until we moved the  
12 boat, was communicating with the Coast Guard on the radio. Like,  
13 I had some comms to them on the radio. And then there was a  
14 gentleman with me up there. And then the Harbor Police also was  
15 trying to get his report written. And so, you know, I was  
16 providing my documentation to them. I was showing them our  
17 certificates, you know, all of our different letters up there.  
18 And all the stuff that they needed. So that took up, you know, a  
19 good deal of time.

20 Q. And at what point did, you know, if you could estimate what  
21 time or point did you get clearance to let the passengers get off  
22 board?

23 A. You know, I think, well, we got clearance to move the vessel.  
24 I think it was like at 2:00, or 1400. And because I think that  
25 we, our allision time was like at 1300, you know, and, so I think

1 we got clearance, maybe a little bit before 2:00. It's hard to  
2 recall. Maybe it was like 1340, 1345 when we got clearance to  
3 move the vessel. And then, that's when I was in communications  
4 with the tug boat. But I had my handheld radio, and then I had  
5 the tug, you know, my VHF radio on the tug. And I had to talk to  
6 the ticket booth girl that was down on our dock to line up, and  
7 that I'd have to talk to the tug boat to tell him how many feet  
8 back or forward. So that took some time getting the, you know,  
9 getting it positioned right, so we can get all of our lines on.  
10 So, and then, so by the time -- I think your original question was  
11 when we were ready. So by that, by the time that we were able to  
12 have the boat tied up, get all the lines on, safely moored, ramped  
13 down, ready to disembark was, I think, like a little after 2:00-  
14 ish, you know. Maybe, I think it was before 2:30, though.

15 Q. Okay. Okay.

16 LT [REDACTED]: I think that's all the questions that I have.  
17 Mr. Ledet, do you have any questions? NTSB?

18 BY MS. BELL:

19 Q. This is Carrie Bell, NTSB. I have a couple of questions. Do  
20 you remember anything about any of the passengers that were  
21 injured? Any of their injuries that you can recall?

22 A. Not a whole lot. I wish I, I wish I had been able to be down  
23 there more and assess them better. But it seemed like I kept  
24 getting called up to the wheelhouse by the Coast, by that Coast  
25 Guard gentleman that was with me. I'm not sure, I can even

1 remember who he was, but so, I don't remember a lot about their  
2 injuries. From the small amount of time that I was able to come  
3 and do a quick round, I didn't, like I said, I didn't see anyone  
4 with like, you know, life threatening injuries from what I saw.

5 Q. And do you know if the crew brought them down to a certain,  
6 to this level or wherever EMS was coming, or they stayed where  
7 they were?

8 A. What I originally, when I asked them to kind of get people  
9 back here, it was, I, more I addressed it as this, like, the  
10 people that are able to, ambulatory, you know, not injured have  
11 them kind of come to this, just kind of muster in an area. And  
12 then the people that needed EMS care, I asked my crew to get EMS  
13 to them. You know, so because, well, obviously if they had  
14 injuries we don't want to move them, you know, so.

15 Q. Were there any injuries where you didn't, where they were not  
16 moved, the EMS went to them, do you know?

17 A. I believe so, but I wasn't down here, so I can't say.

18 Q. Thank you. And you mentioned that the Coast Guard called on  
19 the radio after the incident. You didn't call them? They called  
20 you?

21 A. Yeah.

22 Q. How did they get, how were they notified? Do you know?

23 A. I don't know. There was a Coast Guard cutter right outside  
24 the fairway. So I, they probably saw it all. They heard the  
25 honking. And, you know, I mean I think everyone in that little

1 area heard the loud bang and the horn blasting. So as soon as I  
2 walked into the wheelhouse, I heard them calling me on 16.

3 Q. Okay. And the other day when we were interviewing Ms.  
4 Fleming, she mentioned that you have emergency codes for certain  
5 things, for fires, for different emergencies.

6 A. Um-hum.

7 Q. And I'm curious what the, what the code was for this type of  
8 emergency?

9 A. Now by code, do you mean like --

10 Q. I'm, she just said there were codes that, for the  
11 emergencies, for the various emergencies. I just wanted to  
12 clarify that with you.

13 A. That I'm not, I'm not exactly sure what you're referring to  
14 or what she was referring to as far as codes go. Like codes, like  
15 on the engine code, like this --

16 Q. I think they were codes that you would relay to the crew on  
17 the radio?

18 A. Oh, all --

19 Q. To prepare them for whatever emergency you were kind of --

20 A. Yeah, I mean there's pretty much, you know, yeah, I would,  
21 well, like I said earlier on in the interview, when I, when I  
22 said, brace for impact, tell your people to, you know, brace for  
23 impact. I mean, that would be maybe one of those codes. Or you  
24 know, man overboard. I mean those kind of things. Abandon ship,  
25 like, you know, we also have horn signals that we use. And like I

1 said, I would, you know, was about to do continuous short blasts,  
2 but the vessel next to me was already blasting, so then I was able  
3 to use my hand for bow thrusting instead. So I'm not sure exactly  
4 what she was referring to.

5 Q. Okay.

6 A. Yeah.

7 Q. I just wanted to clarify that.

8 A. Okay.

9 Q. Do you have any emergency procedures for allisions?

10 A. Yeah, it's under station bill, listed in the --

11 Q. Do you know what those procedures are just off the top of  
12 your head, just a general overview?

13 A. Yeah, generally, you know, you first, you have to check for  
14 structural integrity of the vessel. And fires and any, you know,  
15 leaking fluids and passengers, life threatening injuries, and  
16 then, you know, if there is, if there is structural damage, you  
17 know, damage to the integrity of the vessel, then you got to pass  
18 out life jackets. You have your crew, I have to instruct my crew  
19 to pass out life jackets to our passengers, show them how to  
20 properly don them. And then, muster them in a safe location.

21 Q. And so, you mentioned that you didn't think it was necessary  
22 for the life jackets, for them to don life jackets. And how long  
23 did you say it took for her to do all the checks of the different  
24 spaces for her?

25 A. Her, it took about, well, I'd estimated about 10 minutes, you

1 know. But I had checked the, but I knew, I felt comfortable with  
2 my, with my, you know, once I had looked at the hole where we made  
3 impact, and there was no water coming in, I was, I was pretty sure  
4 that everything else was fine, too, because we didn't hit anything  
5 anywhere else. So I was comfortable with not, you know.

6 Q. Okay.

7 A. I didn't think that was necessary. But I wanted, I wanted  
8 her to go check these other compartments for other things, you  
9 know, but I, again, like said, we didn't hit anything else. And I  
10 didn't think the, I think there was, it was a need for it.

11 MS. BELL: That's all I had.

12 LT [REDACTED]: Okay.

13 BY MR. ROTH-ROFFY:

14 Q. Tom Roth-Roffy, NTSB. Did you get a report of the extent and  
15 nature of injuries after the accident?

16 A. No, I have not gotten that information yet?

17 Q. No, I'm sorry, shortly after the allision from your crew  
18 members, did anybody tell you how serious the injuries were and  
19 how many?

20 A. They were trying to yes, they, you know, they were calling me  
21 and stuff, and informing me that, I think it was three, they told  
22 me three were being put on stretchers, and you know, they -- and I  
23 don't remember. They did tell me which, what kind of injuries  
24 they were, you know, but at this same time, that they're radio,  
25 calling me this information, I'm still talking with other people

1 as well. So.

2 Q. You mentioned you were in communications with your port  
3 captain?

4 A. Yes.

5 Q. Is that Anthony?

6 A. I was in communications with Anthony and, but the port  
7 captain's Nick. So with both.

8 Q. And what did they tell you to do, or if anything? Did they  
9 give you any guidance?

10 A. Yeah, they, you know, they said, we're on our way. We're  
11 going to, you know, go out and see. He, Anthony was calling the  
12 tug boats to have them come over. And they were just, they were  
13 asking me about, you know, the hole, and, you know, how many  
14 passengers were injured. And how, you know, what the status was.  
15 And I was telling them, and saying that EMS was here. They're  
16 onboard. They're, you know, we've got the stern over enough to  
17 get, you know, EMS on and get those passengers that needed to be  
18 taken to the hospital, to the hospital.

19 Q. Okay. And how many conversations did you have with the port  
20 captains and -- Nick is the port captain. What is, what is  
21 Anthony?

22 A. Anthony's management, also.

23 Q. Okay.

24 A. Yeah.

25 Q. Can you estimate how many times you spoke with him?

1 A. I can't. I don't know. I mean I can, you know, I can look  
2 at my phone if you want?

3 Q. Oh, that's okay.

4 A. Okay. Probably twice, maybe each.

5 Q. And when you saw that the collision was eminent, what did you  
6 do?

7 A. I, well, I, when I saw that the collision was eminent, I told  
8 everyone around me to brace for impact, and I yelled at the people  
9 on the street, you know, run. And like, and like I said, the  
10 Cabrillo was doing continuous blasts on the horn. So I just tried  
11 to tell everyone, you know, yell at them to brace for impact and  
12 hold on.

13 Q. What did you personally do to protect yourself for impact, or  
14 brace for impact? What did you --

15 A. Well, I was, I was holding on, you know, too. I was at the  
16 wing station, so I was kind of holding there, and I, you know, I  
17 was pretty much ready for it. I could see it coming.

18 Q. And how would you describe the severity of the de-  
19 acceleration that you experienced? Were you knocked to your feet,  
20 or the ground. Or did you break any, injuries to yourself, or?

21 A. No, I wasn't. I didn't have, no, I didn't have any injuries.

22 Q. Were you just pushed up against the box, or were you  
23 standing?

24 A. I was standing, yeah. I don't think I moved much.

25 Q. Okay. You mentioned you checked the forward compartment



1 below the liquor storage area.

2 A. Um-hum.

3 Q. How do you access that area?

4 A. Through a hatch.

5 Q. Is it a bolted hatch, or --

6 A. No, it's a, it's -- do you want me to show you? It's just  
7 like -- you lift this up, and turn, and then lift this forward.  
8 And then --

9 Q. So would that have been one of the compartments that Jeanne  
10 checked?

11 A. Yes.

12 Q. And how many such access opening are there throughout the  
13 vessel?

14 A. I think, I think there is six, six to eight.

15 MR. ROTH-ROFFY: That's all I have for today. Thank you very  
16 much.

17 LT [REDACTED]: Okay. Well, if there are no further questions  
18 about the chart in your drawing -- are there any? I would like  
19 you to sign and date both the drawing and --

20 MS. PEET: The chart?

21 LT [REDACTED]: -- the chart, yeah. Okay, well, I don't have any  
22 further questions.

23 MS. BELL: Just one.

24 BY MS. BELL:

25 Q. This is Carry Bell, NTSB. You mentioned that you were using,

1 you used your cell phone to make, you were using your cell phone  
2 to talk to the captain of the port. Is there a policy of any kind  
3 on the vessel for using your cell phone on the bridge or when  
4 you're operating the vessel?

5 A. We, we try not to use it, but under daily operations, I use  
6 mine to check times, you know, to keep on a timeline. So I have  
7 it on me and I'll just look at it and see what time it is.  
8 Occasionally, like I said, in between trips, when I come in, for  
9 that little 15 minute break, I'll check my Hornblower emails, you  
10 know, and occasionally we'll get a call, like I have to have it on  
11 me in case my management calls if there's going to be some kind of  
12 adjustment. If something happening, you know, we need to get  
13 information to them. So, you know, but I typically don't answer  
14 it, unless it's management. And then if I do need to use my  
15 phone, I have my first officer watch, stand watch, and handle, you  
16 know, the steering and stuff.

17 Q. Okay. And on the day of the accident, at any point in your  
18 transit from the fairway in, were you using your cell phone for  
19 any reasons?

20 A. No. I might have looked at the time once, and, you know, the  
21 times and that's it.

22 Q. Okay, thank you.

23 A. From what I recall.

24 Q. But not using for a conversation, not on the phone.

25 A. No.

1 Q. Okay, thank you.

2 A. Yeah.

3 MR. ROTH-ROFFY: The only other thing remains, if we want to  
4 go up and review the controls.

5 BY LT [REDACTED]:

6 Q. I do have two things, just to follow up. And Lieutenant  
7 Amanda [REDACTED], U.S. Coast Guard. Just a follow on to the cell  
8 phone question, did you have an FM radio on the bridge?

9 A. Uh-huh.

10 Q. Was, do you ever listen to that while you're underway?

11 A. Sometimes, yeah, we listen to it, very softly, when maybe,  
12 when we're transiting in -- not, oh, not in the fairway. Not,  
13 but, well, sometimes it's left on. But, you know, we might even  
14 have it down by the time we're in this area.

15 Q. Was it on the 31st?

16 A. I believe the unit was on. Sometimes we forget to turn it  
17 down, but it's pretty low. But I've got to listen to my radio, so  
18 we have it very low. It's more for when we're out cruising and  
19 looking for whales.

20 Q. Okay. And did you, did you have any issue with radio comms  
21 and the volume of the radio? Let me rephrase. Did you have any  
22 trouble hearing the VHF radio over the sound of the FM radio?

23 A. No.

24 Q. On the radio burst.

25 A. No.

1 LT [REDACTED]: I believe Mr. Ledet?

2 MR. LEDET: I'll pass. I'm good.

3 LT [REDACTED]: All right. So again, the last thing that we have  
4 is to go up on to the bridge just to have a quick discussion on  
5 that. So that will conclude the recorded part of this interview.  
6 The current time is 1908.

7 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD


IN THE MATTER OF:            ALLISION OF THE P/V ADVENTURE  
                                     HORNBLOWER WITH PIER 1 IN  
                                     SAN DIEGO, CALIFORNIA ON  
                                     MARCH 31, 2016  
                                     Interview of Captain Julie K. Peet

DOCKET NUMBER:            DCA16FM035

PLACE:                        San Diego, California

DATE:                         April 2016

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been transcribed  
to the best of my skill and ability.

---

Romona Phillips  
Transcriber